



**ASSOCIATION OF
GOVERNMENTS**

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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

559 05.09.06

MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

PLEASE NOTE DATE CHANGE

Thursday, September 14, 2006

10:00 a.m. – 11:45 a.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room San Bernardino

Los Angeles, CA 90017

213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Southern California Association of Governments Transportation & Communications Committee Roster

September 2006

*Harry Baldwin, Chair
San Gabriel*

*Bonnie Lowenthal, Vice Chair
Long Beach*

Members	Representing	Members	Representing
Adams, Steve	Riverside, WRCOG	Lowe, Robin	Hemet/RCTC
Aldinger, Jim	Manhattan Beach	Marshall, Patsy	Buena Park
Beauman, John	Brea	Mikels, Judy	Ventura County
Becerra, Glen	Simi Valley	Millhouse, Keith	Moorpark
Bone, Lou	Tustin	Moqet, Shenna	Riverside Cty./WRCOG
Brown, Art	Buena Park	O'Connor, Pam	Santa Monica
Buckley, Thomas	Lake Elsinore	Ovitt, Gary	San Bernardino County
Burke, Yvonne	Los Angeles County	Pettis, Gregory	Cathedral City
Correa, Lou	Orange County	Roberts, Ron	Temecula
Dale, Lawrence	Barstow	Rutherford, Mark	Westlake Village
Daniels, Gene	Paramount	Smith, Greig	Los Angeles
DeLara, Juan	Coachella	Spence, David	Arroyo Verdugo COG
Dixon, Richard	Lake Forest	Stone, Jeffrey	County of Riverside
Dunlap, Judy	Inglewood	Sykes, Tom	Walnut
Flickinger, Bonnie	Moreno Valley	Szerlip, Don	Redondo Beach/SBCCOG
Gabelich, Rae	Long Beach	Talbot, Paul	Alhambra
Garcia, Lee Ann	Grand Terrace	Uranga, Tonia Reyes	Long Beach
Gurule, Frank	Cudahy	Wapner, Alan	Ontario
Hernandez, Robert	Anaheim		
Herrera, Carol	Diamond Bar		
Joffe, Enid	San Gabriel Valley COG		

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

**1.0 CALL TO ORDER & PLEDGE
OF ALLEGIANCE**

Hon.
Harry Baldwin,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of July 6, 2006 Meeting 1
Attachment

4.1.2 Propositions 1A and 1B 9
Attachment

A legislative constitutional amendment on Transportation funding protection and the Highway Safety Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Recommended Action: Recommend a Support position on Propositions 1A and 1B to the Regional Council.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

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4.0 CONSENT CALENDAR continued

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix **Attachment**

15

Summary of state and federal legislative bills relevant to SCAG activities and items of interest.

SCAG's Comments on the Notice of Proposed Rule Making on SAFETEA-LU
Mailed Separately

5.0 ACTION ITEMS

5.1 Resolution #06478-2 of Support for Continued Study of Tunnel Option to Complete the 710 Gap Closure **Attachment**

**Bob Huddy,
SCAG Staff**

26

5 minutes

Resolution of support for use of the tunnel option as a means of completing the 710 gap closure in developing the 2007 RTP.

Recommended Action: Approve Resolution #06478-2

5.2 Regional Aviation System Scenarios for 2008 RTP **Attachment**

**Mike Armstrong,
SCAG Staff**

29

10 minutes

Approve regional aviation system scenarios for modeling for the 2008 RTP. These scenarios were approved by the Aviation Task Force on July 27, 2006.

Recommend Action: Approve regional aviation system scenarios for modeling for the 2008 RTP.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS continued</u>			
5.3	<u>Southern California National Freight Gateway Strategy Memorandum of Understanding (MOU) Attachment</u>	Hasan Ikhata, SCAG Staff	32	5 Minutes
	<p>SCAG is working in partnership with the County Transportation Commissions to Establish a process through which state and Federal agencies would share responsibility And work collaboratively with Southern California transportation agencies to address The infrastructure needs, environmental effects, and community impacts of increasing goods movement through Southern California.</p> <p>Recommended Action: Recommend to the Regional Council to authorize the Executive Director to continue to negotiate and to sign The MOU (Attachment A)</p>			
5.4	<u>Maglev IOS Preliminary Engineering - Draft Summary Report Attachment</u>	David Chow, IBI Group	41	20 minutes
	<p>A presentation will be given of the draft results of the preliminary engineering work for the Maglev Initial Operating Segment (IOS).</p> <p>Recommended Action: Receive and File.</p>			
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>Status Report on CTC Workshop to Establish Criteria for Bond Funding</u>	Hasan Ikhata, SCAG Director, P&P		2 minutes

TRANSPORTATION & COMMUNICATIONS COMMITTEE

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			PAGE #	TIME
6.0	<u>INFORMATION ITEMS continued</u>			
6.2	<u>Southern California Regional Rail Authority's Sealed Corridor Program Attachment</u> The committee will receive a presentation from SCRRA staff on Metrolink's Sealed Corridor Program, a comprehensive grade crossing and rail corridor safety investment initiative funded in part by the Federal Railroad Administration following the derailment in Glendale in January 2005.	Steve Wylie, SCRRA	74	20 minutes
6.3	<u>I-710 (South) EIR/EIS MOU Attachment</u> Update on MOU between SCAG, Caltrans District 7, LACMTA and the Gateway Cities Council of Governments regarding an EIR/EIS for the I-710 corridor from the Ports to SR-60.	Alan Thompson, SCAG Staff	83	5 minutes
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Robin Lowe, Chair		
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair		
9.0	<u>CHAIR'S REPORT</u>	Hon. Harry Baldwin, Chair		
10.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff		
11.0	<u>FUTURE AGENDA ITEMS</u> Any committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.			
12.0	<u>ANNOUNCEMENTS</u>			

TRANSPORTATION & COMMUNICATIONS COMMITTEE

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13.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee will be held on October 5, 2006 at the SCAG office.

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
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**July 6, 2006
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Adams, Steve (via teleconference)	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry (Chair)	City of San Gabriel
Beauman, John	City of Brea
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Correa, Lou	Orange County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Flickinger, Bonnie	City of Moreno Valley
Garcia, Lee Ann	City of Grand Terrace
Herrera, Carol	City of Diamond Bar
Lowenthal, Bonnie (Vice-Chair)	City of Long Beach
Mikels, Judy	Ventura County
Moqet, Shenna	Riverside, WRCOG
O'Connor, Pam	City of Santa Monica
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Roberts, Ron	City of Temecula
Stone, Jeff	Riverside County
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Uranga, Tonia Reyes	City of Long Beach
Wapner, Alan	City of Ontario

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Members Not Present

Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Gabelich, Rae	City of Long Beach
George, Gary	City of Redlands
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Miller, Paul	City of Simi Valley
Millhouse, Keith	City of Moorpark
Rutherford, Mark	City of Westlake Village
Smith, Greg	City of Los Angeles
Smyth, Cameron	City of Santa Clarita
Spence, David	Arroyo Verdugo COG
Sykes, Tom	City of Walnut
Tyler, Sidney	City of Pasadena

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:07 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE

Staff advised Chair Baldwin that City of South Pasadena requested that Item 5.3 be pulled from today's agenda and be postponed to be brought up at the next meeting of the TCC.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 June 1, 2006 Minutes

Councilmember Bone, City of Tustin, noted that the meeting location reflected in the minutes should be changed from the Westin in Long Beach to the Marriott in Marina del Rey.

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

MOTION was made to APPROVE the Consent Calendar items with the amendment to the Minutes. Motion was SECONDED and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 2006 Regional Transportation Improvement Program (RTIP)

Rich Macias, SCAG, stated that in June he came before the Committee requesting that the TCC allow the Executive Committee to approve the release of the Draft RTIP which was not available in print at the time. The TCC approved the release of

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the Draft RTIP. Subsequent to that, when the Draft RTIP became available; staff mailed a CD-ROM, containing the draft, to the members of the TCC.

Today staff is requesting that the Regional Council delegate authority to the Executive Committee to approve the final Draft 2006 RTIP, and the associated transportation conformity determination. Staff is also recommending that TCC approve the Draft 2006 RTIP pending completion of the public review process that will close on July 25, 2006.

A public hearing was held on the RTIP on June 29 at SCAG. Staff received no public comment at the hearing. In the event that significant comments are given once the Public Review process ends on July 25th, staff will convene with the TCC and SCAG's attorney, Karen Tachiki, to discuss the comments.

Several TCC members expressed their concern of not being able to review a hard copy of the Draft 2006 RTIP prior approving Item 5.1. Mr. Macias clarified that as agency representatives, the members of the TCC had until July 25 to review the draft and make comments in writing. Any comments would then be brought back to the TCC for discussion.

Supervisor Yvonne Burke, County of Los Angeles, stated that today's vote was to recommend to the Regional Council to authorize the Executive Committee to approve the final draft with comments. The Executive Committee will hold a special meeting on July 27, 2006 to approve the final 2006 RTIP. Today's issue is whether or not to authorize the Executive Committee to approve the final Draft 2006 RTIP after the public comments. Supervisor Burke strongly urged that the TCC not go out of compliance on the RTIP. Staff indicated that all RC members could participate in the Executive Committee meeting on the 27th via-teleconference to express their opinion, concern, or issue they have.

MOTION was made to APPROVE the Draft 2006 RTIP and associated transportation conformity determination. And, also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination. MOTION was seconded and APPROVED. Councilmember Carol Herrera, City of Diamond Bar, voted NO on the MOTION. Councilmember Bonnie Flickinger, City of Moreno Valley and Councilmember Ron Roberts, City of Temecula, ABSTAINED.

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5.2 Delegation of Authority to Executive Committee to Adopt the 2004 Regional Transportation Plan (RTP) Amendment

Phillip Law, SCAG, stated that the RTP Amendment proposes to add one Bus Rapid Transit project to San Bernardino County. Last month the TCC approved release of the Draft 2004 RTP Amendment for 30-day public review and comment period. SCAG held a public hearing at its office on July 6, there were no attendees. To date, staff has not received any written comments. The public comment period closes tomorrow, July 7, at 5:00 p.m. If any comments are received, staff will prepare a matrix of the comments and SCAG's responses. Staff will then e-mail the matrix to the TCC members.

Staff requested that the TCC adopt the Draft RTP Amendment.

MOTION was made to APPROVE the Draft 2004 RTP Amendment and recommend to the Regional Council that it delegate authority to the Executive Committee to adopt the final 2004 RTP Amendment. MOTION was SECONDED and APPROVED. Councilmember Carol Herrera, City of Diamond Bar, voted NO on the MOTION.

5.3 Resolution Regarding the 710 Gap Closure Tunnel Alternative

Bob Huddy, SCAG, stated that staff had completed the tunnel study with MTA and there were a series of public presentations as a result. Staff is in the process of holding further discussion with South Pasadena councilmember's on the issue. Until the discussion is complete, the City of South Pasadena requested that the item be pulled from today's agenda.

Mr. Huddy then introduced Hal Suetsugu, Transportation Manager, City of South Pasadena. Mr. Suetsugu stated that South Pasadena desired a few language critiques to the Resolution to meet both SCAG's and South Pasadena's concerns. South Pasadena also desired some additional time to further review the feasibility study. Mr. Suetsugu asked that the TCC postpone the item until the September meeting of the TCC.

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The TCC concluded that the item would be postponed and brought forward as an item at the September meeting with the understanding that there will be no more continuances and there be a very specific staff recommended action.

MOTION was made to POSTPONE the item until September with no further continuances. MOTION was SECONDED and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 Report on the Draft 710 Tunnel Feasibility Study

LACMTA staff gave a brief overview on the findings of the Draft 710 Tunnel Feasibility Study Assessment. The Los Angeles County Metropolitan Transportation Agency, along with staff participation from SCAG, Caltrans, the Cities of Alhambra, La Canada, Los Angeles, Pasadena, San Marino, and South Pasadena, has completed the Draft Route 710 Tunnel Technical Feasibility Assessment Report. The report examined the technical feasibility of a tunnel alternative for completion of the 710 Gap Closure from Valley Blvd., in the City of Los Angeles, to California Blvd., in the City of Pasadena.

After a series of community meetings with the affected corridor cities conducted by District Director of Caltrans, SCAG, and LACMTA, on the possibility of using a tunnel option to complete the 710 Gap Closure, LACMTA contracted with Parsons Brinckerhoff to do the Route 710 Tunnel Technical Feasibility Assessment. LACMTA put together a Technical Committee of the agencies and impacted corridor cities to review the consultant work. The Draft Technical Assessment was issued for public review in June 1, 2006, and a public workshop on the Assessment was held on June 22, 2006.

A wide variety of alternative full tunnel options were developed for the assessment. Additionally, an extensive analysis of technical, geologic, preliminary environmental scoping, traffic, and financing issues, was done. The assessment found that given the current technology and the known conditions in the corridor, it would be feasible to consider the completion of the 710 Gap Closure using a full tunnel option. Final development of a full tunnel option, as a preferred alternative

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to complete the 710 Gap Closure, will require significant additional environmental analysis, design and engineering work.

The feasibility assessment concludes that there are no insurmountable issues that will preclude further analysis of the tunnel concept. The next step of the LACMTA is to actively engage the local agencies and community stakeholders. LACMTA held a public information meeting on June 22nd and made a presentation at the South Pasadena City Council meeting on June 28th, and is scheduled to make a presentation at the San Gabriel Valley COG this evening. LACMTA will be presenting their findings to the remaining city councils throughout the summer. LACMTA will also compile comments and responses to the current report as an addendum and will be submitting this packet to the Metro Board as a Receive and File item in the Fall.

6.2 Multi-County Goods Movement Action Plan

Arno Hart, RNO Group LLC, gave a presentation on the status and goals of the Multi-County Goods Movement Action Plan (MCGMAP).

Mr. Hart stated that in July 2005 the five County Transportation Commissions, SCAG, and the four Caltrans Districts in region initiated a contract for the MCGMAP. This effort is expected to yield consensus on a set of goods movement strategies, including projects that will be included in the next RTP.

The action plan will analyze a number of future scenarios, including various combinations of potential growth in container volume and level of infrastructure investment.

Public input on the MCGMAP has been obtained through a series of Stakeholder Advisory Group meetings being held in various locations around the region. The MCGMAP team has also sent out a public survey which has resulted in approximately 150 responses, which are being tabulated by the consulting team. A second survey is planned to obtain feedback on the consensus strategies.

7.0 MAGLEV TASK FORCE REPORT

There was no report.

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8.0 CHAIR REPORT

There was no report.

9.0 STAFF REPORT

There was no report.

10.0 GOODS MOVEMENT TASK FORCE REPORT

There was no report.

11.0 FUTURE AGENDA ITEMS

None noted at this time.

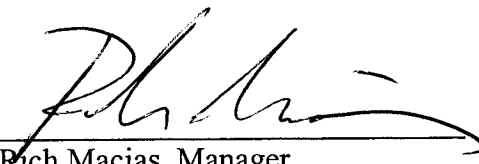
12.0 ANNOUNCEMENTS

None

13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 12:00 p.m.

The next committee meeting will be held on **Thursday, September 14, 2006 at SCAG's office.**



Rich Macias, Manager
Transportation Planning Division

REPORT

DATE: September 14, 2006
TO: Transportation and Communications Committee
FROM: Charlotte Pienkos, Government Affairs Analyst
SUBJECT: Propositions 1A and 1B

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend a support position on Propositions 1A and 1B to the Regional Council.

SUMMARY:

Proposition 1A, a legislative constitutional amendment on transportation funding protection, and Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, will appear on the November 7, 2006 ballot. If approved by a majority of voters, the respective measures would safeguard revenues from the sales tax on gasoline for transportation purposes and would authorize the issuance of a total of \$19.925 billion in general obligation bonds for transportation and infrastructure development. Although the cost of Proposition 1B is significant, a support position is recommended for both measures in keeping with SCAG's adopted 2004 Regional Transportation Plan, its adopted 2006 Legislative Program, and in light of the acute need for transportation infrastructure development.

BACKGROUND:

Thirteen propositions have qualified for the November 7, 2006 ballot.¹ Two of them pertain to transportation issues under the jurisdiction of the Transportation and Communications Committee (TCC). Proposition 1A, a legislative constitutional amendment on transportation funding protection, was introduced by Senator Tom Torlakson (D-Antioch) as Senate Constitutional Amendment 7 and was enacted on May 9th (Chapter 49, Statutes of 2006). Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was introduced by Senator Don Perata (D-East Bay), and was enacted on May 16th (Chapter 25, Statutes of 2006). If approved by a majority of voters, the respective measures would safeguard revenues from the sales tax on gasoline for transportation purposes and would authorize the issuance of a total of \$19.925 billion in general obligation bonds for transportation and infrastructure development.

Origins and Allocations

Proposition 1A

The State of California currently levies two types of taxes on motor fuels: the 18-cents-per-gallon excise tax and the statewide sales tax on gasoline and diesel fuel. This latter tax, which generates approximately \$2 billion a year in revenues, was the subject of Proposition 42 in 2002. In that election, voters approved a

REPORT

constitutional amendment to use tax revenues on the sale of gasoline exclusively for transportation purposes. Proposition 42 permitted the transportation funds to be diverted to other uses in the event of an emergency, with the approval of Governor, and with the approval by the Legislature by a two-thirds vote.

In the years that followed, Proposition 42 monies were used to shore up budget shortfalls, diverting billions of dollars to the General Fund. Although the borrowed funds are scheduled for repayment (and have, in fact, been partially repaid without interest), transportation advocates have rallied support to make future diversions of Proposition 42 funds more difficult. SCA 7 was introduced by Senator Torlakson to erect a “firewall” around Proposition 42. Upon its passage by the Legislature and signing by Governor Schwarzenegger, the Secretary of State certified it for the November 6th ballot at Proposition 1A.

Proposition 1A amends the State Constitution to require Proposition 42 suspensions to be treated as loans to the General Fund that must be repaid in full, with interest, within three years of suspension. Proposition 42 may be suspended only twice in ten consecutive years, and no suspension may occur unless prior suspensions (excluding those made prior to 2007-08) have been repaid in full. The Governor must still issue a proclamation of a severe financial hardship to the General Fund and the Legislature must approve it by a two-thirds vote.

Proposition 1B

Infrastructure development has been a stated priority of Governor Schwarzenegger this year. Proposition 1B resulted from a lengthy negotiation process between the Governor and leaders of both parties in the Legislature, including its author, Senator Perata, the President Pro Tempore of the Senate.

Proposition 1B authorizes the issuance of \$19.925 billion in general obligation bonds for the following purposes (main categories are shown in **bold**):

Congestion Reduction, Highway and Local Road Improvements	\$11.25 billion
Reduce congestion on state highways and major access routes	\$4.5 billion
Increase highways, roads and transit capacity	\$2 billion
Improve local roads	\$2 billion
Enhance State Route 99 capacity, safety, and operations	\$1 billion
Provide grants for locally funded transportation projects	\$1 billion
Rehabilitate and improve operation of state highways and local roads	\$750 million
Public Transportation	\$4 billion
Improve local rail and transit services	\$3.6 billion
Improve intercity rail	\$400 million
Goods Movement and Air Quality	\$3.2 billion
Improve movement of goods on state highways and rail system and in ports	\$2 billion
Reduce emissions from goods movement activities	\$2 billion
Retrofit and replace school buses	\$200 million
Safety and Security	\$1.475 billion
Improve security and facilitate disaster response of transit systems	\$1 billion
Provide grants to improve railroad crossing safety	\$250 million
Provide grants to seismically retrofit local bridges and overpasses	\$125 million
Provide grants to improve security and disaster planning in publicly owned ports, harbors, and ferry facilities	\$100 million

	TOTAL	\$19.925 billion
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SCAG Regional Share

The SCAG regional share of funding from Proposition 1B is unknown, but is likely to be distributed according to existing formulas and allocations. Those existing formulas and allocations result in current distributions of \$3.1 billion to the SCAG region.

In Proposition 1B, some funds will be allocated at the discretion of the appropriating authority, such as the California Transportation Commission, or they will be appropriated by future enabling legislation. It is anticipated, however, that a large share of bond funds related to port and trade infrastructure and air quality will be appropriated to the region, given its large share of the state’s overall goods movement volume. These discretionary appropriations will likely increase the total amount of funds from this bond flowing to the region to \$8 billion or more.

Support for the Propositions

Proposition 1A

Proposition 1A is supported by a vast number of transportation, labor, business, government, and public health advocates including the League of California Cities, the California Chamber of Commerce, and the Howard Jarvis Taxpayer Association. The proposition has been endorsed by Governor Schwarzenegger and many state and local elected officials.

Proposition 1B

Proposition 1B is supported by California Chamber of Commerce, California Taxpayers’ Association, California Labor Federation, California Air Resources Board, State Building & Construction Trades Council, League of California Cities, and Orange County Business Council.

Opposition to the Propositions: The Cost of Bonding

There is little organized opposition to Propositions 1A or 1B.

The effect of the bonds on California’s fiscal health warrants additional consideration. If Proposition 1B is approved by the voters, it will indebt the State of California to the amount of \$19.925 billion in principal or \$38.9 billion total over the life of the bond. Proposition 1B will be repayable from General Funds, thereby making \$1.3 billion unavailable every year for other uses. Proposition 1B is a general obligation bond, not usable for operations and maintenance. The Legislative Analyst’s Office states that these O & M costs are unknown, “but could be in the tens of millions of dollars per year.” Those monies are not currently budgeted and would be payable from the General Fund, even as it absorbs debt repayments. Annual O & M costs may be offset by revenues generated by the improvements, such as transit fares and tolls.

The effect of the passage of Proposition 1B on the state’s debt-service ratio is dependent on whether other propositions pass. The Legislative Analyst’s Office estimates that if all five general obligation bonds on the ballot pass, the state’s debt will rise to 5.9 % of annual revenues in 2010-2011 and decline thereafter.

Position Recommendation

SCAG has strongly supported erecting a “firewall” around Proposition 42, the foundation of Proposition 1A, since the first borrowing occurred against those revenues in 2003-04. Protecting Proposition 42 revenues is a key component of both the adopted 2004 Regional Transportation Plan (RTP) and the adopted 2006 Legislative Program.

SCAG has also shown support for using general obligation bond measures to finance infrastructure improvements in the past for water system improvements. Proposition 1B would make billions of dollars available to the SCAG area for badly needed transportation infrastructure improvements, such as those in the RTP.

Staff recommends a support position for Propositions 1A and 1B in keeping with SCAG’s adopted 2004 Regional Transportation Plan, its adopted 2006 Legislative Program, and in light of the acute need for transportation infrastructure development.

FISCAL IMPACT:

Adopting the recommended position has no fiscal impact on SCAG.

Doc#126178

1

Legislative Constitutional Amendment
Proposition 1A: Transportation Investment Fund

Legislative Bond Act
Proposition 1B: Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006

Legislative Bond Act
Proposition 1C: Housing and Emergency Shelter Trust Fund Act of 2006.

Legislative Bond Act
Proposition 1D: Kindergarten-University Public Education Facilities Bond Act of 2006.

Legislative Bond Act
Proposition 1E: Disaster Preparedness and Flood Prevention Bond Act of 2006.

Initiative Statute
Proposition 83: Sexually Violent Predators, Punishment, Residence Restrictions and Monitoring.

Initiative Bond Act
Proposition 84: Water Quality, Safety and Supply, Flood Control, Natural Resource Protection, and Park Improvements.

Initiative Constitutional Amendment
Proposition 85: Waiting Period and Parental Notification before Termination of Minor's Pregnancy.

Initiative Constitutional Amendment and Statute
Proposition 86: Tax on Cigarettes.

Initiative Constitutional Amendment and Statute
Proposition 87: Alternative Energy, Research, Production, Incentives, and Tax on California Oil.

REPORT

Initiative Constitutional Amendment and Statute

Proposition 88: Education Funding, and Real Property Parcel Tax.

Initiative Statute

Proposition 89: Political Campaigns, Public Financing, Corporate Tax Increase, Contribution and Expenditure Limits.

Initiative Constitutional Amendment

Proposition 90: Government Acquisition and Regulation of Private Property.

MEMO

DATE: September 7, 2006

TO: Transportation and Communications Committee

FROM: Don Rhodes (x840)
Manager, Public and Government Affairs

SUBJECT: State & Federal Legislative Matrix

SUMMARY:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Transportation, Transit, and GovBondBills.

Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move as required by the Constitution and/or the relevant legislative deadlines, i.e., 'dead' bills, have been purged from the matrix.

Please feel free to contact me at (213)-236-1840 if you have any questions or wish to discuss any legislative bill or issue. Members of my staff are also available for your assistance; please contact Jeff Dunn at (213)-236-1880 or Charlotte Pienkos at (213)-236-1811 if you have any further questions.

Doc#125906v1

AB 372	AUTHOR: Nation (D) TITLE: Public Contracts: Transit Design-Build Contracts FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/11/2005 LAST AMEND: 08/10/2006 DISPOSITION: Pending FILE: 360 LOCATION: Senate Third Reading File SUMMARY: Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency. STATUS: 08/14/2006 In SENATE. Read second time. To third reading.
A AB 1020	AUTHOR: Hancock (D) TITLE: Transportation Planning: Improved Travel Models FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 08/09/2006 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 08/17/2006 SUMMARY: Requires the Transportation Commission to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. Requires a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. Specifies certain policy choices that a travel demand model shall be capable of evaluating. Requires the Department of Transportation to assist the commission, on request, in this regard. STATUS: 08/09/2006 From SENATE Committee on APPROPRIATIONS with author's amendments. 08/09/2006 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Subject: Transport
CA AB 1699	AUTHOR: Frommer (D) TITLE: Commuter And Intercity Passenger Trains FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2005 LAST AMEND: 08/07/2006 DISPOSITION: Pending COMMITTEE: Senate Appropriations Committee HEARING: 08/17/2006 SUMMARY: Requires the Department of Transportation to contract with the Institute of Transportation Studies to conduct a study of the safety of push-pull commuter rail and intercity rail passenger operations, and would require the study to be submitted to the Legislature by June 1, 2008. STATUS: 08/07/2006 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File. Subject: Transport
CA AB 1785	AUTHOR: Bermudez (D) TITLE: Grade Separation Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/04/2006

LAST AMEND: 06/19/2006
DISPOSITION: Pending
COMMITTEE: Senate Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Increases the amount required to be budgeted for allocation to specified grade separation projects by the Department of Transportation.

STATUS:

08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.
Position: CALCOG-Opp

A AB 1879

AUTHOR: Lieber (D)
TITLE: Board of Parole Hearings
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/19/2006
LAST AMEND: 08/07/2006
DISPOSITION: Pending
FILE: 267
LOCATION: Senate Third Reading File
SUMMARY:

Relates to existing law that provides that commissioners and deputy commissioners appointed to the Board of Parole Hearings must have specified backgrounds and an interest in and ability to appraise and evaluate a person for rehabilitation. Declares legislative intent that the administration recruit people for the position of Commissioner of the Board of Parole Hearings from a diverse group of qualified applicants, including people from specified professions.

STATUS:

08/10/2006 In SENATE. Read second time. To third reading.

CA AB 2295

AUTHOR: Arambula (D)
TITLE: Transportation Capital Improvement Projects
INTRODUCED: 02/22/2006
DISPOSITION: Pending
FILE: 116
LOCATION: Senate Third Reading File
SUMMARY:

States that local road rehabilitation projects are eligible for funds allocated for transportation capital improvement funds.

STATUS:

06/22/2006 In SENATE. Read second time. To third reading.
Position: CALCOG-Sup, CSAC-Sup

CA AB 2361

AUTHOR: Huff (R)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 03/28/2006
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Exempts federal funds derived from apportionments made to the state under the coordinated border infrastructure program from being subject to the funding distribution and fair share formulas. Requires these funds to be programmed by the Transportation Commission through a competitive grant program separate from the state transportation improvement program in a manner consistent with federal law.

STATUS:

04/17/2006 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

CA AB 2538

AUTHOR: Wolk (D)
TITLE: Transportation Funds
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2006
LAST AMEND: 05/26/2006
DISPOSITION: Pending

COMMITTEE: Senate Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of federal metropolitan planning funds for the purposes of project planning, programming, and monitoring. Changes references to regional improvement funds to instead refer to county share.

STATUS:
08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

AB 2600

AUTHOR: Lieu (D)
TITLE: Vehicles: HOV Lanes
INTRODUCED: 02/24/2006
LAST AMEND: 08/07/2006
DISPOSITION: Pending
FILE: 234
LOCATION: Senate Third Reading File
SUMMARY:

Extends the provisions of existing law that requires the Department of Motor Vehicles to make available for issuance, distinctive decals, labels, and other identifiers for a vehicle that meets super ultra-low emission vehicle standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporate emission standard, and vehicles produced during the 2004 model year or earlier that meet the ultra-low emission vehicle standard for exhaustive emissions and the ILEV standards.

STATUS:
08/10/2006 In SENATE. Read second time. To third reading.
Position: CALCOG-Opp

AB 2896

AUTHOR: Karnette (D)
TITLE: Commercial Transportation Development Council
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/24/2006
LAST AMEND: 06/21/2006
DISPOSITION: Pending
COMMITTEE: Senate Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Creates the Commercial Transportation Development Council to review and collect data and to provide advice concerning the needs of commercial transportation in the state.

STATUS:
08/07/2006 In SENATE Committee on APPROPRIATIONS: To Suspense File.

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending - Carryover
COMMITTEE: Assembly Appropriations Committee
HEARING: 08/16/2006 9:00 am
COMMITTEE: Assembly Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:
06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.
Position: SCAG-Watch 05/05/2005
Subject: Transport

CA SB 1161

AUTHOR: Alarcon (D)

TITLE: State Highways: Design-Sequencing Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/10/2006
LAST AMEND: 06/21/2006
DISPOSITION: Pending
COMMITTEE: Assembly Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Relates to existing law authorizing the Department of Transportation, to conduct a pilot project to award design-sequencing contracts for the design and construction of not more than 12 transportation projects. Authorizes the department to award contracts for projects using the design-sequencing contract method, certain requirements are met. Requires the department to continue the use of a peer review committee to assist in preparing an annual report on the outcome of the design-sequencing contracts.

STATUS:

08/09/2006 | In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA SB 1237

AUTHOR: Maldonado (R)
TITLE: Vehicles: Combination Length
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/06/2006
LAST AMEND: 08/07/2006
DISPOSITION: Pending
FILE: 105
LOCATION: Assembly Third Reading File
SUMMARY:

Requires the Highway Patrol to study exceptions to prohibition of certain combinations of vehicles from exceeding a total length of 65 feet. Requires the combination of vehicles, in order to qualify for exception, to not exceed 50 mph when operating on the highway, to complete a commercial vehicle safety alliance inspection by the Highway Patrol, and to operate on the highways only after the development of safe routing techniques. Limits exceptions to Santa Barbara and San Luis Obispo counties.

STATUS:

08/14/2006 | In ASSEMBLY. Read second time. To third reading.

CA SB 1282

AUTHOR: Ducheny (D)
TITLE: Transportation: Federal Funds: Border Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/14/2006
LAST AMEND: 05/02/2006
DISPOSITION: Pending
COMMITTEE: Assembly Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Requires federal funds apportioned to the state under the coordinated border infrastructure program of the Safe, Accountable Flexible, Efficient Transportation Equity act: a Legacy for Users (SAFETEA-LU) to be programmed, allocated and expended in the same manner as other federal transportation capital funds in the state transportation improvement program. Authorizes use of funds for projects in Mexico.

STATUS:

08/09/2006 | In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA SB 1384

AUTHOR: Kuehl (D)
TITLE: Los Angeles-Exposition Metro Line Light Rail Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2006
LAST AMEND: 08/07/2006
DISPOSITION: Pending
COMMITTEE: Assembly Appropriations Committee
HEARING: 08/17/2006
SUMMARY:

Requires the Exposition Metro Line Construction Authority, upon allocation of federal and local funds by the LACMTA, to conduct environmental studies in addition to the financial studies and the planning and

engineering necessary for the completion of the Los Angeles-Exposition Metro Line light rail project. Revises the provisions requiring the LACMTA to enter into an agreement with the construction authority to hold in trust certain property and assets. Relates to appointments to the authority.

STATUS:

08/09/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

SB 1436

AUTHOR:

Figueroa (D)

TITLE:

Small Business: State/Agency Information

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2006

LAST AMEND:

05/02/2006

DISPOSITION:

Pending

FILE:

147

LOCATION:

Assembly Consent Calendar - First Legislative Day

SUMMARY:

Requires the Department of Technology Services to create a link to state agency Web sites at the State of California Internet portal specifically for the use of small businesses in accessing information regarding startup requirements and regulatory compliance to the particular business. Requires each agency that significantly regulates small business or significantly impacts small business, to designate at least one individual who shall serve as a small business liaison for the agency.

STATUS:

08/14/2006

In ASSEMBLY. Read second time. To Consent Calendar.

SB 1587

AUTHOR:

Lowenthal (D)

TITLE:

Transportation Planning: Highway Safety: Funds

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/24/2006

LAST AMEND:

06/21/2006

DISPOSITION:

Pending

COMMITTEE:

Assembly Appropriations Committee

HEARING:

08/17/2006

SUMMARY:

Requires a transportation planning agency to submit an updated regional transportation plan every 4 years, except that a transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area could, at its option, submit an updated plan every 5 years. Requires the providing of specified apportionments of congestion mitigation and air quality program funds for certain fiscal years for the Monterey Bay and Santa Barbara regions.

STATUS:

06/28/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA SB 1687

AUTHOR:

Murray (D)

TITLE:

L.A. County Metropolitan Transportation Authority

INTRODUCED:

02/24/2006

DISPOSITION:

Pending

COMMITTEE:

Assembly Appropriations Committee

HEARING:

08/17/2006

SUMMARY:

Authorizes the Los Angeles County Metropolitan Transportation Authority to impose the tax subject to voter approval and other requirements. Extends the completion date for two of the projects, the Metro Center Connector and the Metro Red Line Extension to Fairfax Avenue.

STATUS:

06/28/2006

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

CA SB 1703

AUTHOR:

Lowenthal (D)

TITLE:

State Transportation Commission

INTRODUCED:

02/24/2006

LAST AMEND:

08/07/2006

DISPOSITION:

Pending

FILE:

86

LOCATION:

Senate Unfinished Business

SUMMARY:

Relates to the State Transportation Commission. Provides for members appointed by the Governor, appointed by the Senate Committee on Rules, and appointed by the Speaker of the Assembly, plus the ex officio nonvoting legislative members.

STATUS:

08/14/2006

In ASSEMBLY. Read second time. To third reading.

08/14/2006

In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE for concurrence.

A SCA 7

AUTHOR: Torlakson (D)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
ADOPTED: 05/09/2006
DISPOSITION: Adopted
LOCATION: Chaptered
CHAPTER: 49
SUMMARY:

Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

STATUS:

05/09/2006

Chaptered by Secretary of State.

05/09/2006

Resolution Chapter No. 49

Subject:

Revenue/Bond, Transport

US HR 3

SPONSOR: Young D (R)
TITLE: Highway Program Funds
INTRODUCED: 02/09/2005
ENACTED: 08/10/2005
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER #: 109-59
SUMMARY:

Creates the Safe, Accountable, Flexible, Efficient Transportation Equity Act; authorizes funds for Federal-aid highways, highway safety programs, and transit programs.

STATUS:

09/01/2005

Public Law No. 109-59

US HR 113

SPONSOR: Kennedy M (R)
TITLE: Gasohol Reduced Tax Rate
INTRODUCED: 01/04/2005
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

Requires the Secretary of Transportation, in computing the estimated tax payments attributed to highway users for purposes of title 23, United States Code, to take into account the replacement of the reduced rates of tax on gasohol with an excise tax credit.

STATUS:

01/05/2005

In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

US HR 996

SPONSOR: Thomas (R)
TITLE: Highway Related Taxes
INTRODUCED: 03/01/2005
DISPOSITION: Pending
LOCATION: HOUSE
SUMMARY:

Provides for the extension of highway related taxes and trust funds.

STATUS:

03/08/2005

From HOUSE Committee on WAYS AND MEANS: Reported as amended.

US HR 2649

SPONSOR: Markey (D)
TITLE: Aviation Security
INTRODUCED: 05/26/2005
DISPOSITION: Pending
LOCATION: Multiple Committees

SUMMARY:

Strengthens aviation security.

STATUS:

06/06/2005

In HOUSE Committee on HOMELAND SECURITY: Referred to Sub cmt. on ECONOMIC SECURITY, INFRASTRUCTURE PROTECTION, CYBERSECURITY.

HR 4071

SPONSOR:

Flake (R)

TITLE:

Transportation Spending Accountability and Flexibility

INTRODUCED:

10/18/2005

DISPOSITION:

Pending

LOCATION:

House Transportation & Infrastructure Committee

SUMMARY:

Creates the Accountability and Flexibility Associated with Spending on Transportation Act of 2005; relates to fund control to states for specified transportation related project; provides for the rescinding of federal transportation funds from states beginning September 30, 2006;.

STATUS:

10/19/2005

In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

Private file: Transit

AB 372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
LAST AMEND: 08/10/2006
DISPOSITION: Pending
FILE: 360
LOCATION: Senate Third Reading File
SUMMARY:

Extends existing law that allows transit operators to enter a design-build contract pursuant to certain procedures. Specifies that a transit operator should establish a labor compliance program only for such contracts and only if the operator does not have a program. Requires the operator to select the design-build entity for projects based on the lowest responsible bidder. Requires the preparation of certain documents. Expands the definition of a transit operator to include a consolidated agency.

STATUS:

08/14/2006 In SENATE. Read second time. To third reading.

5 HR 52

SPONSOR: Capito (R)
TITLE: Rail and Mass Transportation
INTRODUCED: 01/04/2005
DISPOSITION: Pending
LOCATION: House Judiciary Committee
SUMMARY:

Amends title 18, United States Code, to further protect rail and mass transportation, and for other purposes.

STATUS:

03/02/2005 In HOUSE Committee on JUDICIARY: Referred to Subcommittee on CRIME, TERRORISM AND HOMELAND SECURITY.

IS HR 153

SPONSOR: Menendez (D)
TITLE: Rail and Public Transportation Security
INTRODUCED: 01/04/2005
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

Provides increased rail and public transportation security.

STATUS:

01/05/2006 In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on RAILROADS.
01/05/2006 In HOUSE Committee on TRANSPORTATION & INFRASTRUCTURE: Referred to Subcmt on HIGHWAYS, TRANSIT and PIPELINES.

AB 127 **AUTHOR:** Nunez (D)
TITLE: Education Facilities: Kindergarten-University Bond Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/20/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 35
SUMMARY:
 Enacts the Kindergarten-University Public Education Facilities Bond Act of 2006. Authorizes a specified amount in state general obligation bonds to provide aid to school districts, county superintendents of schools, county boards of education, the California Community Colleges, the University of California, the Hastings College of the Law, and the California State University to construct and modernize education facilities.
STATUS:
 05/20/2006 Signed by GOVERNOR.
 05/20/2006 Chaptered by Secretary of State. Chapter No. 35

AB 140 **AUTHOR:** Nunez (D)
TITLE: Disaster Preparedness and Flood Prevention Bonds
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 33
SUMMARY:
 Enacts the Disaster Preparedness and Flood Prevention Bond Act of 2006. Authorizes the issuance of a specified amount of bonds for the purposes of financing disaster preparedness and flood prevention projects.
STATUS:
 05/19/2006 Signed by GOVERNOR.
 05/19/2006 Chaptered by Secretary of State. Chapter No. 33

AB 142 **AUTHOR:** Nunez (D)
TITLE: Flood Control: Levee Repair and Flood Control
FISCAL COMMITTEE: no
URGENCY CLAUSE: yes
INTRODUCED: 01/13/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 34
SUMMARY:
 Appropriates a specified amount of funds to the Department of Water Resources for levee evaluation and repair, and related work, and flood control system improvements. Requires that the levee repairs for those critical levee erosion sites identified under a specified Governor's executive order be made with funds appropriated.
STATUS:
 05/19/2006 Signed by GOVERNOR.
 05/19/2006 Chaptered by Secretary of State. Chapter No. 34

CA AB 1039 **AUTHOR:** Nunez (D)
TITLE: Government: Environment: Bonds: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
ENACTED: 05/19/2006
DISPOSITION: Enacted
LOCATION: Chaptered
CHAPTER: 31
SUMMARY:

Exempts specified levee, highway and bridge retrofit projects from the California Environmental Quality Act. Provides for a master environmental impact report for a plan adopted by the Department of Transportation for improvements to segments of Highway 99 funded by specified bond funds. Consents the jurisdiction of federal courts to the surface transportation project delivery pilot program. Provides for a consolidated permit or approval for urgent levee repairs funded by specified bond funds.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 31

AB 1467

AUTHOR:

Nunez (D)

TITLE:

Transportation Projects: Facilities: Partnerships

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

ENACTED:

05/19/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

32

SUMMARY:

Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Authorizes regional transportation agencies to apply to develop and operate high-occupancy toll lanes. Limits the number of such projects.

STATUS:

05/19/2006

Signed by GOVERNOR.

05/19/2006

Chaptered by Secretary of State. Chapter No. 32

A SB 837

AUTHOR:

Dutton (R)

TITLE:

Alternative Protest Pilot Project

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

ENACTED:

09/22/2005

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

272

SUMMARY:

Amends the Alternative Protest Pilot Project in connection with state agency acquisition of goods and services, including the acquisition of information technology goods and services. Deletes the repeal date and minimum contract attainment provisions required of the pilot project. Renames the project as the Alternative Protest Process. Requires the department to submit a report and recommendations regarding the process.

STATUS:

09/22/2005

Signed by GOVERNOR.

09/22/2005

Chaptered by Secretary of State. Chapter No. 272

CA SB 1266

AUTHOR:

Perata (D)

TITLE:

Highway Safety, Traffic Reduction, Air Quality

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

02/09/2006

ENACTED:

05/16/2006

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER:

25

SUMMARY:

Enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Authorizes a specified amount of general obligation bonds for transportation corridor improvements, trade infrastructure and port security projects, schoolbus retrofit, transportation improvements, transit and rail improvements, state-local transportation projects, transit security, local bridge retrofit, highway-railroad grade and crossing projects, highway rehabilitation, local street and road improvements.

STATUS:

05/16/2006

Signed by GOVERNOR.

05/16/2006

Chaptered by Secretary of State. Chapter No. 25

SB 1689	AUTHOR:	Perata (D)
	TITLE:	Housing and Emergency Shelter Trust Fund Act
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	yes
	INTRODUCED:	02/24/2006
	ENACTED:	05/17/2006
	DISPOSITION:	Enacted
	LOCATION:	Chaptered
	CHAPTER:	27
	SUMMARY:	
		Enacts the Housing and Emergency Shelter Trust Fund Act of 2006. Authorizes the issuance of a specified amount of general obligation funds of which the proceeds will be used to finance various existing housing program, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes the Transit-Oriented Development Implementation Program to receive funding from the proceeds of the bond act.
	STATUS:	
	05/17/2006	Signed by GOVERNOR.
	05/17/2006	Chaptered by Secretary of State. Chapter No. 27

SCA 7	AUTHOR:	Torlakson (D)
	TITLE:	Transportation Investment Fund
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/15/2005
	ADOPTED:	05/09/2006
	DISPOSITION:	Adopted
	LOCATION:	Chaptered
	CHAPTER:	49
	SUMMARY:	
		Proposes an amendment to the Constitution to authorize a suspension, in whole or in part, of a transfer of motor vehicle fuel sales tax funds to the Transportation Investment Fund for a fiscal year under certain circumstances. Prohibits a suspension from occurring more than twice during a period of 10 consecutive fiscal years. Prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.
	STATUS:	
	05/09/2006	Chaptered by Secretary of State.
	05/09/2006	Resolution Chapter No. 49

REPORT

DATE: September 14, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Senior Transportation Planner, 213-236-1972, huddy@scag.ca.gov

SUBJECT: RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF A TUNNEL OPTION TO COMPLETE THE 710 GAP CLOSURE

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Staff recommends approval of the attached Resolution of Support for Continued Study of a Tunnel Option to Complete the 710 Gap Closure, and inclusion of the Tunnel as the option to be used for planning in the 2008 RTP, as the Tunnel option is subject to the appropriate and required environmental review.

SUMMARY:

In response to a request from the City of South Pasadena, seeking amendment of the 2004 Regional Transportation Plan (RTP) to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena, staff has prepared a resolution (attached). The resolution notes that SCAG continues support for the planning efforts to determine the feasibility of the tunnel option which is subject to the appropriate and required environmental review, and resolves that the Regional Council directs the Executive Director and staff to consider the Tunnel option as the option to be considered for planning purposes in the 2008 Regional Transportation Plan.

BACKGROUND:

SCAG received a letter from the City of South Pasadena seeking amendment of the 2004 Regional Transportation Plan to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. In the 2004 RTP the 710 Gap Closure is identified as 3 mixed flow lanes and 1 HOV lane in each direction from Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. Currently LACMTA is conducting a Tunnel Feasibility Study to determine if that option should be considered as a means of completing the 710 Gap Closure. The Draft Report for this study was released in June 2006. Staff has reviewed the request and prepared the attached resolution, which is based upon the conclusions of the 710 Tunnel Technical Feasibility Assessment that indicated a tunnel option is feasible, but subject to the appropriate and required environmental review.

FISCAL IMPACT:

No additional fiscal impact to SCAG.

DOC #118739

RESOLUTION NO. 06-478-2
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF TUNNEL OPTIONS
TO COMPLETE THE 710 GAP CLOSURE

WHEREAS, the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan recognizes the need for and includes the Route 710 Gap Closure between Valley Blvd, in the City of Los Angeles and California Blvd. in the City of Pasadena; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) recently completed a study that determined that, subject to further analysis through an environmental process, a tunnel is a viable design option for the completion on the 710 Gap Closure; and

WHEREAS, SCAG participated in the study of the 710 Gap Closure tunnel options, along with Caltrans, the City of Alhambra, the City of La Canada-Flintridge, the City of Los Angeles, the City of Pasadena, the City of San Marino, and the City of South Pasadena; and

WHEREAS, all cities in the proposed Route 710 Extension corridor support a sound analysis of the full-bore tunnel option, as the only option capable of attaining consensus among the corridor cities, and state and regional transportation agencies; and

WHEREAS, SCAG encourages the use of innovative planning options capable of attaining consensus; and

WHEREAS, SCAG will continue to support and participate in the analysis of the tunnel alternatives as a means of completing the Gap Closure identified in the 2004 Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Regional Council recognizes the significant technical progress in the 710 Tunnel Feasibility Study and finds and declares that in developing the 2007 Regional Transportation Plan the full-bore tunnel option shall be used in planning the 710 Gap Closure, subject to the appropriate and required environmental review; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Executive Director shall present to the Regional Council for consideration such amendments and/or changes to the 2004 and/or subsequent Regional Transportation Plans as may be appropriate to effectuate this Resolution.

YVONNE BRAITHWAITE BURKE, President
Supervisor, County of Los Angeles

Mark Pisano, Secretary to Regional Council

Attest:

Legal Counsel

DOCS #125822v1

REPORT

TO: Transportation and Communications Committee

FROM: Michael Armstrong, Lead Regional Planner
Armstron@scag.ca.gov/213-236-1914

SUBJECT: Regional Aviation System Scenarios

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve new regional aviation system scenarios for RADAM aviation demand modeling for the 2008 RTP.

SUMMARY:

New regional aviation system scenarios will be modeled for the 2008 RTP using the RADAM regional aviation demand model. These scenarios will forecast regional air passenger and air cargo activity at commercial airports in the region for the years 2010, 2020, 2030 and 2035. They include unconstrained, constrained and preferred scenarios. All three of these scenarios were approved by SCAG's Aviation Task Force at their July 12, 2006 meeting.

BACKGROUND:

Aviation system scenarios that were evaluated for the 1998, 2001 and 2004 regional transportation plans (RTPs) were designed to represent a wide range of future conditions in the regional aviation system. For the 2008 RTP, staff has proposed several new scenarios, described below, that are not significantly different from ones modeled for the 2004 RTP. Again, they include unconstrained, constrained and preferred scenarios, with similar assumptions. The primary difference from the 2004 RTP scenarios is that they will embody a forecast horizon of 2035 instead of 2030. Other differences include an assumption that aviation fuel prices will be significantly higher in the long term, which will place an upward pressure on air fares which could dampen future demand. Commuter airports would be added to these scenarios, which were not included in the modeling for the 2004 RTP. Also, demand from San Diego County will be included in the modeling, with and without a new air carrier airport assumed at MCAS Miramar. It should also be noted that the physical capacity constraints at several airports will be updated and refined, including Bob Hope, San Bernardino, March and Ontario airports.

The proposed new regional aviation system scenarios are as follows:

1. Unconstrained Scenario

The Unconstrained Scenario serves as a "benchmark" for measuring the ultimate ability of the regional aviation system to serve future aviation demand assuming no physical or legally-enforceable policy constraints at air carrier airports in the system. All airports would be assumed to develop in an unconstrained fashion to be able to meet whatever amount of demand

they could serve. The regional unconstrained total would be developed with baseline, induced and catalytic demand included. The Unconstrained Scenario for the 2004 RTP resulted in a regional total of 192 million air passengers (MAP) by 2030.

2. Constrained Scenario

The Constrained Scenario would be similar to the Constrained Scenario modeled for the 2004 RTP (140.8 MAP in 2030). It would have the following characteristics:

- Current physical or legally-enforceable policy constraints and hours of operation assumed at air carrier airports (physical constraints updated by ongoing Airport Capacity Study for Bob Hope, San Bernardino, March and Ontario airports).
- No market incentives assumed.
- Airport ground access improvements assumed to be those currently planned.
- No regional Maglev system assumed.
- March, San Bernardino, Southern California Logistics and Palmdale: cargo charter and corporate only (with commuter/short haul at San Bernardino and Palmdale as well). This reflects assumed reluctance of airlines to invest in service at new/suburban airports.
- Lindbergh Field (SAN) constrained to existing physical capacity, with no new air carrier airports assumed for San Diego County.

3. Preferred Scenario

The Preferred Scenario would be similar to the Regional Aviation Element adopted for the 2004 RTP (170.0 MAP in 2030). It would have the following characteristics:

- Current physical or legally-enforceable policy constraints and hours of operation assumed at air carrier airports.¹
- Airlines assumed to be willing to invest in service at new/suburban airports.
- Market incentive packages assumed for outlying/suburban airports. These include increased passenger perception of route reliability to those airports (implying future ground access improvements), increased passenger awareness of those airports as travel options (implying marketing programs), low-cost parking, and low-cost shuttle service from activity centers to airports.
- Airport ground access improvements assumed to be those currently planned plus projects from the unconstrained RTP list. These will include new projects from ongoing airport ground access studies being conducted for the 2008 RTP, including a regional HOV/FlyAway system and possible heavy and light rail extensions to airports.
- Full regional Maglev system assumed (the scenario will also be modeled without Maglev).
- Airline “brokering” concept assumed to maximize passenger utilization of Maglev access to suburban airports and minimize airline costs at those airports. This would include integrated Maglev/air fares, increased airline cooperation through code sharing and shared use facilities, and integrated reservation systems between the LAWA airports (i.e. LAX, Ontario and Palmdale) all of which would have some level of international service.

¹ The forecast for March Inland Port in the 2004 RTP assumed no capacity constraints which enabled the facility to reach 8.0 MAP, mainly because of a direct Maglev connection. For the 2008 RTP the physical capacity constraints of the facility as well as the operational constraints of the current joint use agreement with the military will be assessed.

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- Increased point-to-point long-haul and international service assumed at medium-sized hub airports because of the increased introduction of new aircraft like the B-787 Dreamliner that can provide this kind of service in a highly efficient fashion.
- Increased willingness of passengers to use outlying/suburban airports assumed because of heightened awareness of competitive flights at those airports.
- Minimal diversion of passengers to airports in other regions assumed (e.g., Bay Area) because of capacity constraints and delays at those airports and higher access costs associated with escalating fuel prices.
- An unconstrained international airport at MCAS Miramar assumed, replacing Lindbergh Field. This scenario would also be modeled without this assumption, and with the assumption that modest capacity expansions would be made at Lindbergh Field within its land area constraints.

FISCAL IMPACT:

None

REPORT

DATE: September 7, 2006

TO: Transportation and Communications Committee

FROM: Danny Wu, AICP, Program Manager for Goods Movement
Phone: (213) 236-1930, Email: wu@scag.ca.gov

SUBJECT: Southern California National Freight Gateway Strategy Memorandum of Understanding (MOU)

EXECUTIVE DIRECTOR'S APPROVAL:

Horst K. Wu for MP

RECOMMENDED ACTION:

Support in concept and authorize SCAG to continue to negotiate and to bring the final Southern California National Freight Gateway Strategy MOU to the Regional Council for approval at the October 2006 Meeting.

SUMMARY:

The core principles of the MOU are as follows:

- Highlight the Southern California region's critical role as the national gateway for goods movement and the associated challenges to communities throughout the region in terms of infrastructure, public health and air quality impacts;
- Ensure proactive involvement from the appropriate state and federal agencies in streamlining the environmental review/approval process; and,
- Establish a formal process through which state and federal agencies would share responsibility and work collaboratively with Southern California transportation agencies to address the region's infrastructure needs, environmental effects, and community impacts of increasing goods movement through the "Southern California National Freight Gateway," which extends from the San Pedro Bay Ports to the cities of Barstow and Indio, California.

The MOU is expected to be finalized in consultation with all the appropriate stakeholders; an initial draft copy is attached for your review. The MOU establishes SCAG, Metro, the Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, and the Ports of Los Angeles and Long Beach, along with key state and federal resource and regulatory agencies as the "Principal Conveners" to cooperate in the development of a framework strategy to address the region's goods movement challenges. In addition, the MOU encourages ongoing public participation as required by law.

The signatories to the MOU will work collaboratively to develop a Phase I Scoping Report to be submitted to the United States Secretary of Transportation and to the Governor of California by December 31, 2006.

REPORT

This report will include the protocols for MOU implementation – procedures for working collaboratively and expeditiously to address the goods movement infrastructure, environmental and community concerns. Furthermore, Senator Diane Feinstein’s office has expressed an interest in facilitating a signing ceremony in October to execute the MOU.

BACKGROUND:

For the past several months, the Executive Director of SCAG and the Chief Executive Officers of the five County Transportation Commissions (CTCs) have been discussing the need for greater collaboration among state, federal, and local agencies responsible for goods movement. Principally, there is a growing realization that early and active involvement by key federal and state agencies in the formulation of the freight movement and environmental strategy is critical to solving the region’s goods movement challenges. Much of the region’s burdens associated with the movement of goods are attributable to factors outside of the region’s direct control, chiefly involving federal trade policies.

In January 2006, a delegation of SCAG and SANBAG staff went to Washington, DC and was successful in generating commitments from high-level representatives of the U.S. Department of Transportation, Department of Interior, U.S. Trade Representative, U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency to enter into negotiations on an MOU with regional and state agencies. Since then, efforts have focused principally on obtaining similar commitments from key state agencies, including the Business, Transportation and Housing and the California Environmental Protection Agency.

To complete the facilitation and execution of the MOU, SCAG has contributed a budgeted \$10,000 and each of the five CTCs are expected to contribute \$5,000 towards the procurement of a consultant to serve as a neutral facilitator of this MOU. It is expected that the consultant will be on-board and under contract by the September meeting of the Transportation and Communications Committee and Regional Council. SCAG will manage the consultant contract and administer the collaborative process under the direction of the “Principal Conveners”.

FISCAL IMPACT:

There is no financial impact to SCAG with the approval of this recommendation. This MOU does not obligate nor commit State or Federal funds and will not give rise to claim for State or Federal funds. The cost for consultant services to facilitate the execution of this MOU and for staff support will be funded out of this year’s OWP work element numbers WBS 06-130.scgc14 and WBS 07-130.scgs1, respectively, along with matching funds provided by the CTCs.

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**SOUTHERN CALIFORNIA
NATIONAL FREIGHT GATEWAY STRATEGY**

**MEMORANDUM OF UNDERSTANDING
AMONG FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES**

October __, 2006

This Memorandum of Understanding (“MOU”) is entered into as of October __, 2006 by the undersigned federal, state and local agencies to provide for the cooperative development of a framework strategy to address [environmental and community concerns, issues and opportunities relating to?] the increasing movement of imported goods within the “Southern California National Freight Gateway” area of the Los Angeles Metropolitan region extending from the Ports in San Pedro Bay to the cities of Barstow and Indio, California (“National Freight Gateway Area” or “Area”).

I. RECITALS.

Acronyms are defined below.¹

Whereas, the San Pedro Bay Ports of Los Angeles and Long Beach are the third largest sea-to-land port complex in the world. *Together, they process 14.2 million twenty foot equivalent units of containers (“TEUs”), 44% of all the imported goods entering the Nation, with only 30% of these goods being consumed within the region and 70% being distributed primarily by truck and rail nation-wide and to Europe. The number of TEUs processed per year is expected to increase to 44.7 million TEUs by 2030 (subject to capacity). The freight being moved annually has a value of \$200 billion, supports 2 million jobs, and generates \$16.4 billion in state and local taxes.*

Whereas, the population of the National Freight Gateway Area is expected to increase from 18.1 to 22.9 million by 2030 (an increase of 4.8 million or 25.6% within 24 years), with significant demands on the capacity of the region’s transportation infrastructure, *independent of any consideration of the increasing movement of freight.*

Whereas, the regional freeway and railway systems within the Area are already severely congested, with insufficient funding identified to even maintain existing infrastructure. Combined increases in population and freight volumes will significantly worsen congestion on freeways and railways and will increase the need for major new and upgraded infrastructure and increase the costs of on-going maintenance and repair. The Southern California Association of Governments’ Regional Transportation Plan anticipates that daily truck traffic serving the Ports will increase from 54,600 trips in 2005 to 142,000 in 2030 and *daily* freight and passenger train traffic will increase from 176 trains in 2000 to 265 to 390 in 2025 and 441 in 2030.

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Whereas, the increase in freight movement offers significant economic opportunities to the region in the form of additional business, more and better quality of jobs, and enhanced local, State and federal tax revenues.

Whereas, without major mitigation and State and federal assistance and action, the anticipated increases in freight movement within the Area threaten significant and adverse impacts to its communities and the environment (including but not limited to air and water quality and natural lands and wildlife) and to the health, safety and quality of life of its population. Of particular and major concern are the adverse impacts on air quality by diesel emissions from trucks, trains and ships, and the various related infrastructure and operations, which are the subject of the various plans described above. These impacts are required to be fully mitigated under the regulatory and policy quilt of current and future State Implementation Plans, Regional Transportation Plans (which must be found to be in conformance with the SIP), State and Federal air quality Acts (e.g., with respect to emission thresholds) and the National Environmental Policy Act of 1969 (NEPA) and the California Environmental Quality Act (CEQA). The design and implementation of such mitigation will be a daunting challenge.

Whereas, NEPA and CEQA, authorize and encourage coordination and collaboration among local, state and federal agencies and interests (including effective leadership and public participation) in addressing challenges such as those posed by the anticipated increase in goods movement and its impacts on the environment.

Whereas, USDOT, under its recently promulgated National Strategy to Reduce Congestion on America's Transportation Network, has established a Southern California "Inter-modal Hot Spot Team", focused on targeting major freight bottlenecks and expanding public outreach in order to assist in convening the constituency of agencies and interests, and, pursuant to Presidential Executive Order 13274, it has designated the Southern California National Freight Gateway Strategy a focused area of projects that qualify for coordinated federal agency decision-making.

Whereas, California Governor Arnold Schwarzenegger has issued an executive order, dated September __, 2006, regarding the Southern California National Freight Gateway Strategy which directs State agencies to cooperate and, where appropriate, collaborate with federal, regional and local agencies in addressing goods movement within the Gateway Area and related community and environmental impacts.

Whereas, CBTH and CEPA have developed the State Goods Movement Action Plan ("State GMAP") and the Ports, SCAG and the CTCs, individually and in some cases collaboratively (including, e.g., the Ports Air Quality Improvement Program, the CTCs/SCAG Multi-County Goods Movement Action Plan, and the updating of SCAG's Regional Transportation Plan), are in the process of conducting studies, preparing plans and undertaking projects for addressing goods movement and related environmental and community impacts within the National Gateway Area. This MOU is consistent with and will promote the expeditious implementation of the State GMAP.

Whereas, there are significant delays, inefficiencies, increases in costs and the loss of

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opportunities resulting from the current fragmented and complex local, state and federal governance systems, processes and practices for planning, designing, funding, implementing and constructing regional freight movement and transportation projects and the regulation thereof for other and related public concerns.

Whereas, the parties now desire through this MOU to establish a process by, among other things, providing for increased cooperation and collaboration among the constituency of affected local, state and national agencies and interests in addressing goods movement and related environmental and community impacts within the National Freight Gateway Area.

II. FURTHER DEVELOPMENT AND IMPLEMENTATION OF A SOUTHERN CALIFORNIA NATIONAL FREIGHT GATEWAY STRATEGY

Based on the foregoing and pursuant to, among other things, the above-mentioned acts and orders, and at the request of Governor Schwarzenegger, CBTH, CEPA and Cal Resources, USDOT, USEPA, USDOJ, USACOE, SCAG, the CTCs, and the Ports, will act as “Principal Conveners” in convening and managing, as set forth below, a process among affected federal, state, and local agencies and interests and the public, to collaboratively and expeditiously address goods movement and related community and environmental effects within the Southern California National Freight Gateway Area in order for Southern California to fulfill its national responsibility to provide and support the conveyance of goods to the rest of the Nation, in a manner, however, that fully addresses and mitigates all adverse community, air quality and environmental effects and impacts.

A. Scoping of the Strategy.

Among other efforts, no later than January 30, 2007, the Principal Conveners shall deliver to the Governor and United States Secretary for Transportation a Phase I Scoping Report. This Report will set forth the progress and preliminary results in the development of the collaborative strategy, and, e.g., protocols, schedule and budget for the convening of the process and development of an evolving Strategy.

SCAG will administer the process under the direction of the Principal Conveners. Concurrent with the taking effect of this MOU, and from time to time thereafter, the Principal Conveners may establish informal operating procedures and rules of order, including, the establishment of a chairperson or co-chairpersons and executive committee for the effort. The Principal Conveners have committed the necessary resources through Phase I of the process and will use their best efforts to expeditiously obtain and provide adequate resources thereafter. It is anticipated that the Strategy will be developed incrementally and will include elements that can be implemented by individual agencies or agencies acting in collaboration and will take into consideration current and past efforts. Local and public input will be critical.

The Phase I Report will discuss alternative approaches and reflect differing viewpoints as to approaches and underlying considerations. It will also address specific concerns, such as the

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desirability and possible form of a regional institution or institutional arrangements (such as those contemplated by the CTC Memorandum of Agreement) with sufficient authority to, among other things, study, design and implement necessary infrastructure and mitigation programs.

The process provided for is intended only to promote cooperation, coordination and collaboration, where appropriate, among the various affected public local, state and federal agencies in carrying out their individual responsibilities and the private sector and not to limit, increase or affect the authority of any agency under the law.

B. Participation by Public Agencies and Public and Private Organizations.

Other public and private agencies and organizations may become "Participants" in the process under this MOU, as determined appropriate by the Principal Conveners, by providing notice in writing to SCAG. In addition, public participation shall be encouraged and provided for as required by law.

C. Early cooperative efforts of Participants.

The Principal Conveners will cooperate with respect to the consideration and implementation of current goods movement infrastructure projects in accordance with existing laws and regulations.

III. MISCELLANEOUS PROVISIONS.

A. Designation of Representatives.

Each Principal Convener shall designate a person to serve at its pleasure and represent it under and for the purposes of this MOU by notification in writing to SCAG for the Principal Conveners.

B. No Obligation to Provide Funding.

The commitment to participate under this MOU is subject to existing authorities and the availability of funds. This MOU does not obligate nor commit State or Federal funds and will not give rise to a claim for State or Federal funds. Any activity involving reimbursement or contribution of funds between the parties to this MOU must be independently authorized by law and will be subject to applicable laws, regulations, and procedures.

C. Non-binding.

Notwithstanding any other provision of this MOU, this MOU will take effect upon its signing (as a single original or in counter-parts) by all of the Principal Conveners and is intended to: (i) state the intent of the parties in order to provide an informal basis for coordination among them and is and shall not be legally binding on any party for any purpose; and, (ii) shall be interpreted to be consistent with applicable provisions of State and Federal law.

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E. Amendments; Termination.

Any amendment to this MOU shall be effective as to a party only if agreed to in writing by that party. Any party to this MOU may terminate its participation hereunder by written notice to the SCAG for the Principal Conveners.

IN WITNESS WHEREOF, the parties have signed this MOU on the dates set forth below their signatures.

PRINCIPAL CONVENERS

FEDERAL AGENCIES

Department of Transportation
Dated: _____

_____,
Assistant Administrator for Air and
Radiation
Environmental Protection Agency
Dated: _____

Assistant Secretary for Fish, Wildlife and
Parks
Department of the Interior
Dated: _____

Assistant Secretary of the Army
for Civil Works
United States Army Corps of Engineers
Dated: _____

STATE OF CALIFORNIA

Business, Transportation and Housing
Dated: _____

California Resources Agency
Dated: _____

Environmental Protection Agency
Dated: _____

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Riverside County Transportation
Commission
Dated: _____

Orange County Transportation Authority
Dated: _____

Ventura County Transportation
Commission.
Dated: _____

Imperial County
Dated: _____

REGIONAL/LOCAL AGENCIES

Southern California Association of
Governments
Dated: _____

“CTCs”

Metropolitan Transit Authority
Dated: _____

San Bernardino Associated Governments
Dated: _____

“Ports”

Long Beach Board of Harbor
Commissioners
Dated: _____

Los Angeles Board of Harbor
Commissioners
Dated: _____

Port of Hueneme, Oxnard Harbor District
Dated: _____

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1 **Acronyms:**

CARB: Calif. Air Resources Board
CBTH: Calif. Business, Transportation and Housing
Agency
CEPA: Calif. Environmental Protection Agency
CTCs: County Transportation Commissions including:
MTA, OCTA, RCTC, SANBAG. VCTC and IC
DOI: United States Department of the Interior
IC: County of Imperial
LAEDC: Los Angeles Economic Development Corporation
MTA: Los Angeles Metropolitan Transportation Authority
OCTA: Orange County Transportation Agency
Ports: Port of Los Angeles and Port of Long Beach
RCTC: Riverside County Transportation Commission
SANBAG: San Bernardino Associated Governments
SCAQMD: South Coast Air Quality Management District
SCAG: Southern California Association of Governments
USDOT: United States Department of Transportation
USEPA: United States Environmental Protection Agency
VCTC: Ventura County Transportation Commission

REPORT

DATE: August 17, 2006

TO: Transportation and Communications Committee

FROM: Philip Law, Senior Regional Planner Specialist, 213-236-1841, law@scag.ca.gov

SUBJECT: Maglev IOS Preliminary Engineering – Draft Summary Report

EXECUTIVE DIRECTOR'S APPROVAL:

Handwritten signature: Howard Hewitt for mp

RECOMMENDED ACTION:

Receive and file the draft Summary Report on Preliminary Engineering for IOS.

SUMMARY:

Mr. David Chow, IBI Group, will present the draft report summarizing the work efforts completed for the preliminary engineering of the Maglev Initial Operating Segment (IOS) from West LA to Ontario Airport. The conclusion of this study represents a significant milestone in the development of a regional Maglev system. Attached are the summary report and PowerPoint presentation.

FISCAL IMPACT:

Funds for the Maglev Preliminary Engineering are included in the FY 06/07 OWP.

I. Introduction

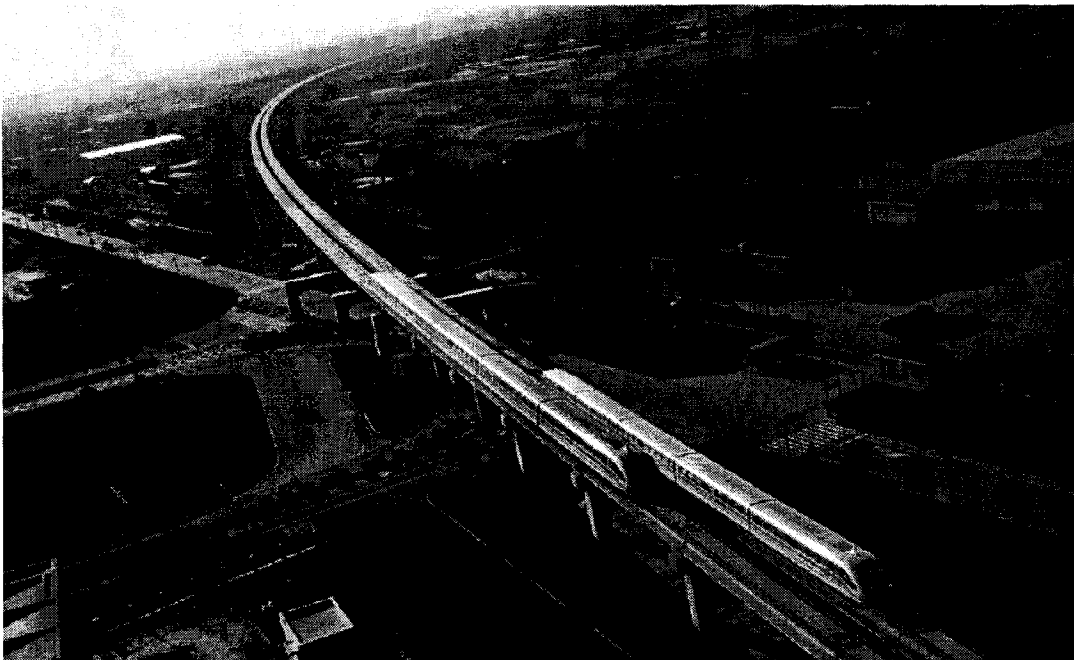
The preliminary engineering design identified in the Phase 2 SCAG Maglev Deployment Program has been completed. This report summarizes the project and the work efforts related to the preliminary engineering of the alignment, development of station concepts and maintenance facilities, capital cost estimates and public involvement plan. The report is Milestone Seven in the Part 2 work element. More detailed information for the individual components can be found in the previous milestone reports:

- Preliminary Engineering Analysis
- Preliminary Design of Stations
- Refined Cost Estimation
- Outreach and Communications

This report contains six sections, including introduction, background, and a section devoted to summarizing each of the four key components of study. The sections are:

1. Introduction
2. Program History
3. Preliminary Engineering Analysis
4. Preliminary Design of Stations
5. Refined Cost estimate
6. Outreach and Communications

Section 1, Introduction, describes the purpose of the report and the layout of the document. Section 2 provides a brief history of the maglev program. Section 3 summarizes the results of the preliminary engineering work. Section 4 provides a summary of the station and maintenance facility concepts. Section 5 highlights the results of the capital cost estimates for the project. And finally Section 6 describes the outreach conducted in this phase of the program.



II. Background

Maglev Program History

United States Government Agencies and Legislators have been envisioning methods to realize a high-speed ground transportation system for several decades. The National Maglev Initiative (NMI) was formed in April of 1990 and included United States Department of Transportation, U.S. Army Corps of Engineers, Department of Energy and other agencies to conduct and coordinate further research and evaluate maglev technology as a means to improve surface transportation. NMI also determined the appropriate role for the Federal Government in advancing the technology.¹ After many years of careful analysis and study, the conclusion was that maglev is a viable technology for deployment in the U.S. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) established the Maglev Deployment Program to analyze, plan, and build a maglev system in the U.S.

During this period, the Southern California Association of Governments (SCAG) was looking for an innovative technology to address a number of significant issues facing the region. The issues included the need for high-speed, high capacity travel for a large dispersed region, air quality requirements that require a non-polluting means of transportation, the ability of a system to integrate with land use and focus growth, the ability to develop an industry to help replace lost manufacturing jobs in the region, the need for a fast and reliable means to link regional airports and make aviation decentralization possible, and finally, a financially sustainable system capable of operating without government subsidies. Through the process of very thorough evaluation, starting with the SCAG Regional Transportation Plan (RTP) in 1998 and a number of studies and RTPs since then, SCAG identified maglev as a preferred technology.

Under TEA-21, the Department of Transportation initiated a competition to plan and implement a maglev project within the United States. Applications for the projects were solicited from various states and in May 1999, seven projects were selected to participate in the program. The seven selected projects included:

- Pittsburgh, Pennsylvania
- Baltimore, Maryland to Washington D.C.
- Atlanta, Georgia
- Port Canaveral to Kennedy Space Center and Space Coast Regional Airport, Florida
- New Orleans, Louisiana
- Las Vegas, Nevada to California State Line
- Los Angeles, California

In June, 2000, SCAG submitted the Southern California Maglev project description to the Federal Government for further funding and development. The proposed project was to provide high-speed maglev service between major activity centers in high-density, fast growing urban areas. The project study area extended between Los Angeles International Airport (LAX), West Los Angeles, Downtown Los Angeles at the Los Angeles Union Passenger Terminal (LAUPT or better known as Union Station), San Gabriel Valley, Ontario International Airport (ONT), Riverside, San Bernardino and March Inland Port (MIP). The project length was approximately 92 miles and connected three counties together – Los Angeles, Riverside and San Bernardino.

The SCAG project was considered to be the best technical project in terms of application of the technology, local need and consistency with regional planning efforts. However, the SCAG program lacked political support and ultimately did not make the short list in the government down selection process. Federal Government representatives stated (or perhaps indicated) that the project was too ambitious in scope as an initial starter program for maglev. They indicated that the length of the system was too long to use as a test application of the technology and suggested an identification of a smaller Initial Operating Segment (IOS). Ultimately, the Federal program stalled as the money earmarked in

¹ Final Report on the national Maglev Initiative (NMI), September 1993.

TEA-21 for maglev deployment was never made available to any of the short listed projects in the United States.

IOS Selection

Despite the outcome of the Federal program, SCAG continued to study the application of the technology. This was due to the continued development of the technology, both in the United States and overseas, and the need for a high-speed transportation solution for the region. Further financial analysis indicated that the program has the potential to be financially viable and self-sustaining in the region. This led to the continued study of the maglev technology along with other available technologies² and eventually a selection by the SCAG Regional Council (RC) in 2002 of an IOS for the system. The IOS system is approximately 54 miles long that connects West Los Angeles to LAUPT, the San Gabriel Valley and Ontario Airport. The vision is for this to be the initial starting point to prove the technology and operate the system in a manner to address some of the challenges to the program and the region including aviation decentralization and financial sustainability.

SCAG Maglev Deployment Program

Currently, the SCAG Maglev Deployment Program is in the second phase of development. The first phase was completed by the Lockheed Martin consultant team in May 2003. The work included predeployment studies, financial and private/public partnering investigations, and the selection of the IOS. The second phase of the program, the current work effort, is focused on the development of enhanced engineering and cost estimating for the system. Detailed plans and profiles are developed for the alignment options, layout concepts are developed for the intermodal stations and maintenance facilities, operational analysis, capital and Operations and Maintenance (O&M) cost estimates and high-level stakeholder outreach are all components of this second phase work. This report details the preliminary engineering of the IOS in the Phase 2 work effort.

² LAX-PMD High Speed Ground Access Study, IBI Group, November 2001

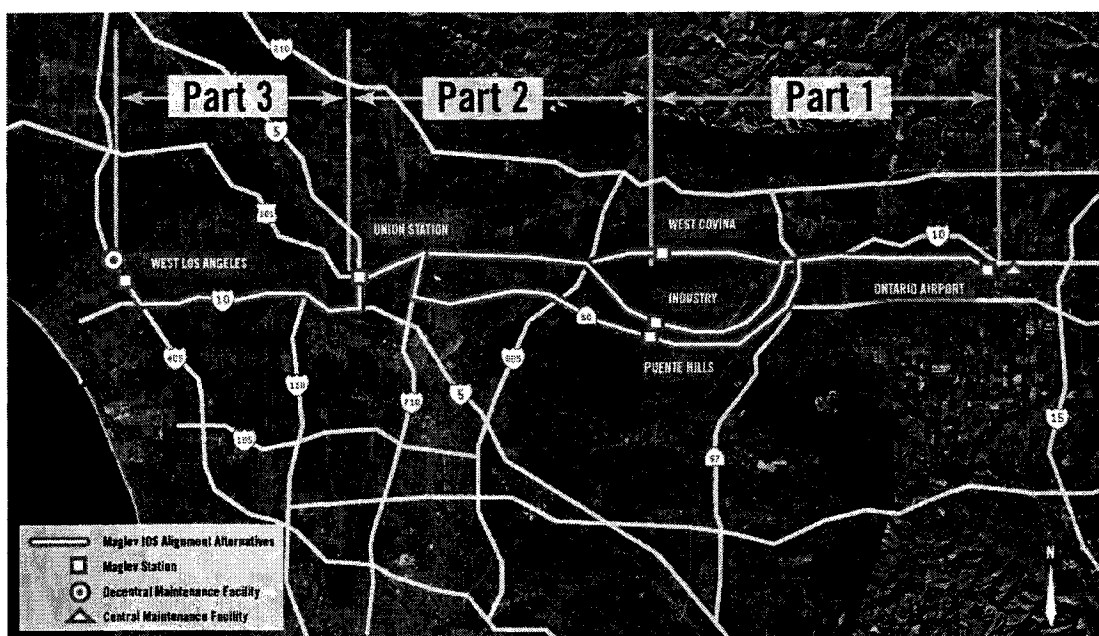
III. Preliminary Engineering Analysis Summary

The project being summarized is a preliminary engineering of an Initial Operating Segment (IOS) of high-speed magnetic levitation (maglev) system connecting Ontario Airport with West Los Angeles. The length of the system is approximate 56 miles with the variations in length due to the alignment option. The system consists of four stations: Ontario Airport, San Gabriel Valley, Los Angeles Union Passenger Terminal (LAUPT or better known as Union Station). The system is a fully elevated design in order to maintain high speed and utilize existing public rights of way.

Phase 2 Program Parts

Due to funding requirements, the Phase 2 engineering effort divided the Initial Operating Segment into three parts. The three program parts are summarized as follows:

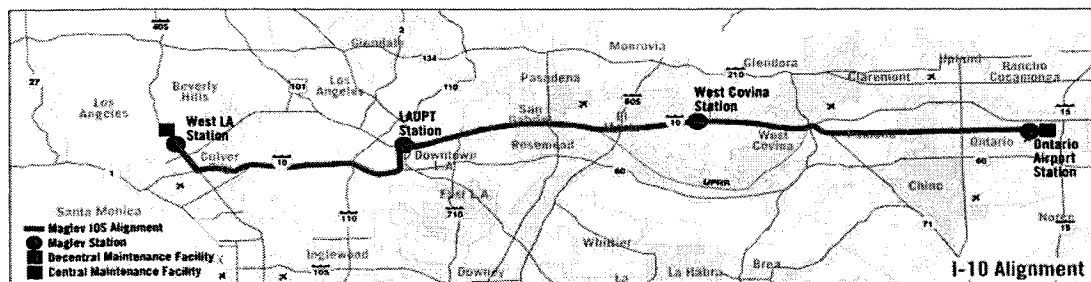
- **Part I:** West Covina to Ontario International Airport (19 to 21 miles depending on alignment), with two stations: one in Ontario Airport and the other in West Covina or the City of Industry. Part I includes alignment options on the I-10, SR-60, and UPRR alignment alternatives.
- **Part II:** Los Angeles Union Passenger Terminal to West Covina (18 to 20 miles depending on alignment), with a station in Los Angeles Union Station. Part II also includes alignment options on the I-10, SR-60, and UPRR alignment alternatives.
- **Part III:** West Los Angeles to Los Angeles Union Passenger Terminal (17 miles), with a station in West Los Angeles. Part III includes a single alignment on the I-10. This was identified and adopted by the SCAG Regional Council as currently the only acceptable corridor to connect Downtown Los Angeles with West Los Angeles for maglev.



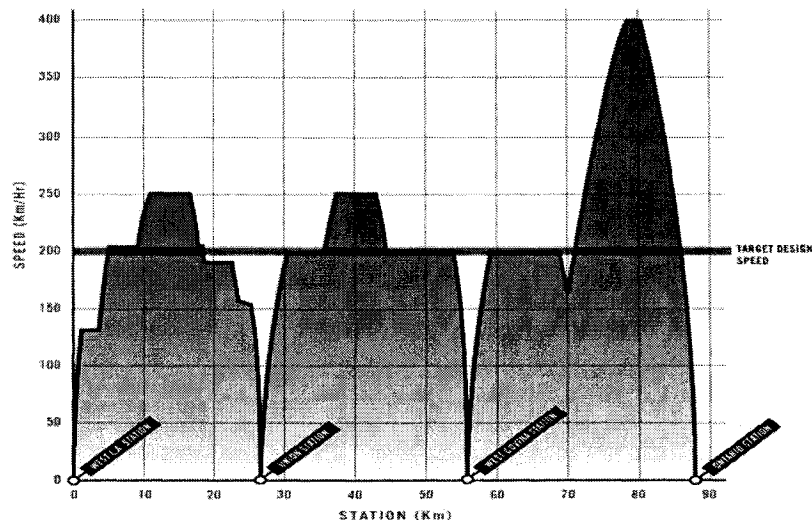
The resulting corridor options formed by connecting the three parts together into possible alignments are summarized as follows:

I-10 Alignment

- This alignment is approximately 54.0 miles long and connects West Los Angeles to Downtown, to West Covina and Ontario. The alternative utilizes the Interstate 10 (I-10) freeway corridor for the majority of the length, but also utilizes existing railroad corridors within Downtown Los Angeles, Pomona, and Ontario. From West Los Angeles, it follows the I-405 freeway to the I-405/I-10 interchange area where it transitions to the I-10 freeway going east. The alignment continues east along I-10 to the Los Angeles River, where it turns north and connects to Union Station in Downtown Los Angeles. From Downtown Los Angeles it connects to West Covina along the I-10. From West Covina, the alignment continues east along the I-10 and SR-71 freeways to the UPRR corridor within the City of Pomona. Here the alignment transitions into the UPRR corridor and continues east to Ontario Airport.



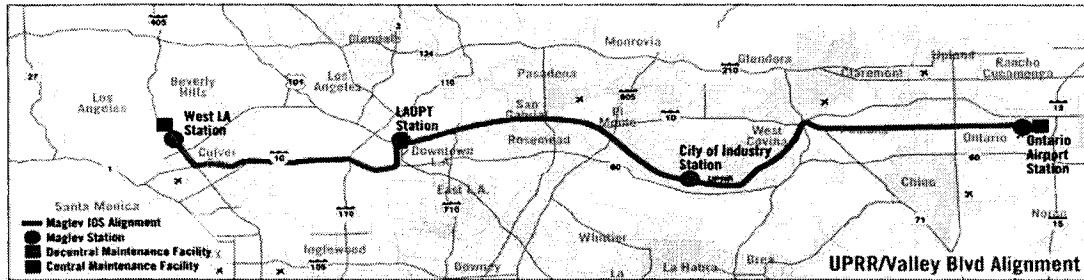
- The total travel time between the West Los Angeles and Ontario Airport stations is 33.5 minutes, which results in an average speed of 98 mph (156.9 kph) including station dwell times. The top speed along the alignment is 250 mph (400 kph), which is achieved between the West Covina and Ontario Airport stations. The straight nature of the alignment along the UPRR corridor east of SR-71 within Part 1 allows the Maglev technology to maximize its speed capabilities.



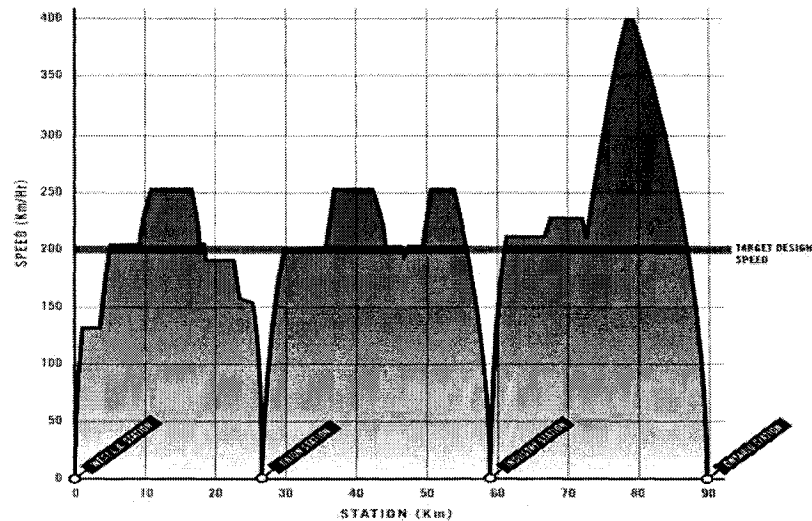
UPRR Alignment

- This alignment is approximately 56.4 miles long and connects West Los Angeles to Downtown, the City of Industry and to Ontario. From the West Los Angeles station to the Valley Boulevard interchange along I-10 within the City of El Monte, this alignment is identical to the I-10. At this

interchange, the UPRR alignment transitions into the Valley Boulevard median and follows Valley Boulevard and the Union Pacific Railroad (UPRR) right-of-way (ROW) through the San Gabriel Valley into Ontario. East of SR-71 to the Ontario Airport station, the UPRR alignment is identical to the I-10 alignment.

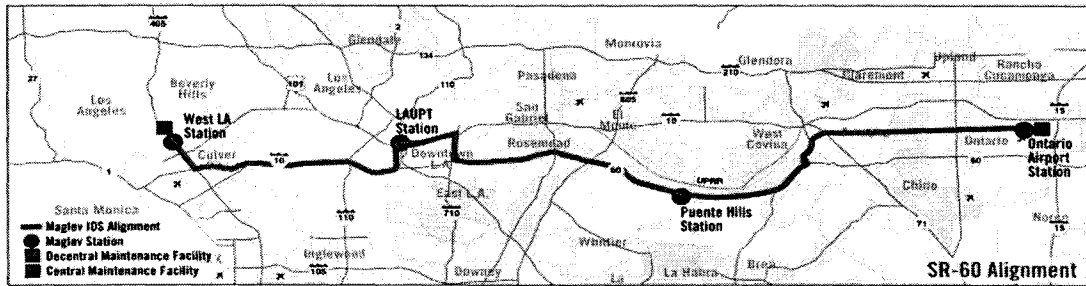


- The total travel time between the West Los Angeles and Ontario Airport stations is 33.9 minutes, which results in an average speed of 100 mph (161.2 kph) including station dwell times. The slightly greater travel time compared to the I-10 alignment is attributed to the longer alignment length. The top speed along the alignment is 250 mph (400 kph), which is achieved between the West Covina and Ontario Airport stations.

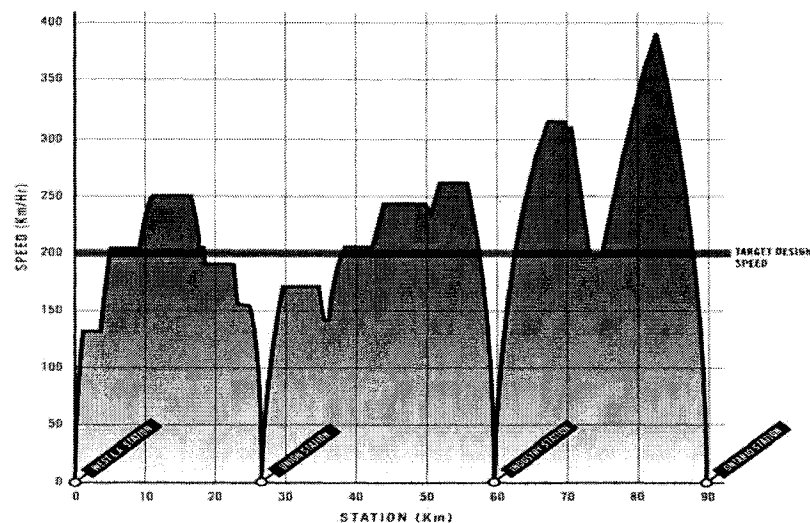


SR-60 Alignment

- This alignment is approximately 58.4 miles long and connects West Los Angeles to Downtown, to City of Industry/Puente Hills and Ontario. From the West Los Angeles station to the I-10/I-710 interchange east of Downtown Los Angeles, this alignment is identical to the I-10. At the I-710 interchange the alignment transitions to the south along the I-710 corridor and then to the east along the SR-60 and SR-57 corridors through the San Gabriel Valley. North of the Temple Avenue interchange along SR-57, the alignment transitions east into the Metrolink railroad corridor within the City of Pomona. East of the merge of the UPRR and Metrolink railroad corridors to the Ontario Airport station, the SR-60 alignment is identical to the I-10 alignment.



- The total travel time between the West Los Angeles and Ontario Airport stations is 34.8 minutes, which results in an average speed of 100 mph (161.2 kph) including station dwell times. The greater travel time compared to the I-10 alignment is attributed to the longer alignment length. Although almost 5 miles longer than the I-10 alignment, the overall travel time increase between West Los Angeles and Ontario is less than 1 minute. This can be attributed to the higher top speed, 260 mph, that is obtained along the SR-60 corridor between the LAUPT and Puente Hills stations.



Design Approach

The design approach used for the development of the preliminary engineering of the IOS was fundamentally a balancing act between the need to optimize performance and to minimize impact and costs. The design approach used the following considerations and the details are summarized in the milestone report.

- Use of Public Rights of Way
- Develop Fully Elevated Alignment
- Maximize Speed
- Minimize Impacts
- Minimize Costs

Base Information

Design of the IOS alignment considered the following base information developed through a combination of data research and new mapping information. The information is summarized in detail in the milestone report.

- Geotechnical Information
- Base Mapping
- Aerial and Topographical Data
- Right of Way Mapping
- Utility Identification

IV. Preliminary Design of Stations

Stations

Maglev stations are key regional transportation facilities designed to provide access for high volumes of passengers. The maglev stations will provide regional and local intermodal connections, as well as national and international connections to passenger facilities at the Ontario International Airport and Los Angeles Union Station.

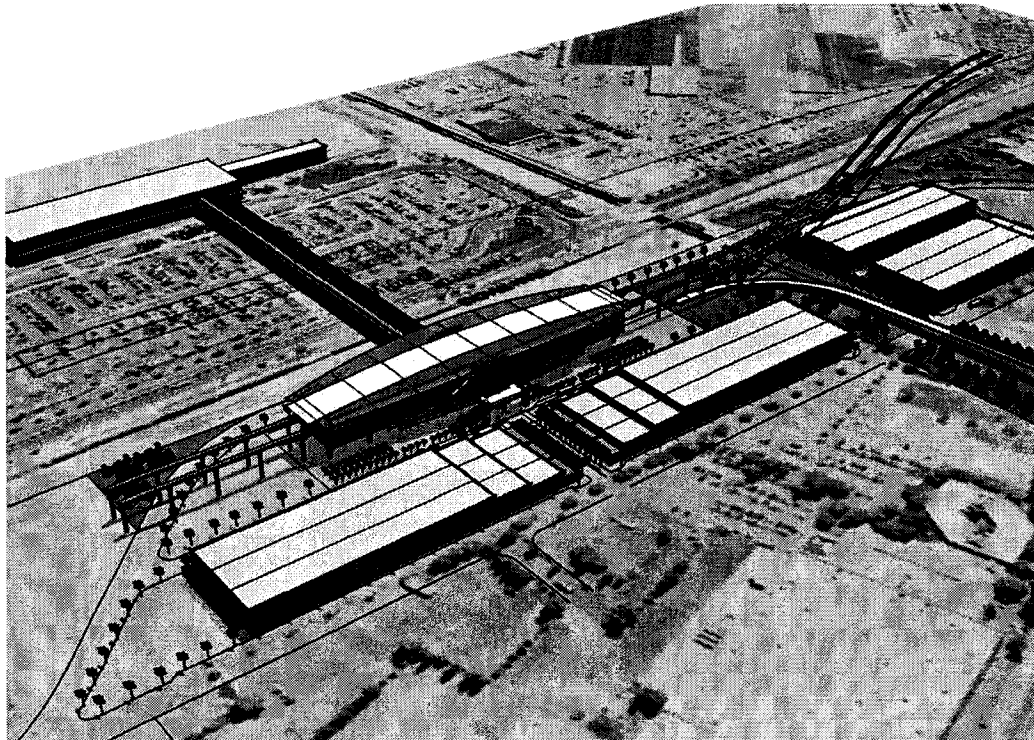
The aesthetic features of the stations are intended to reflect the intrinsic values of the Maglev system: advanced technology, movement, and speed. The conceptual design calls for open-air stations with natural light and ventilation to take advantage of the mild Southern California climate.

A “family” of stations is proposed for the Initial Operating Segment. These stations would share a common visual identity, structural, and functional elements. Each site-specific station design is based on an appropriate prototype, adjusted to fit the local conditions.

Four stations are proposed for the Initial Operating Segment:

Ontario International Airport Station

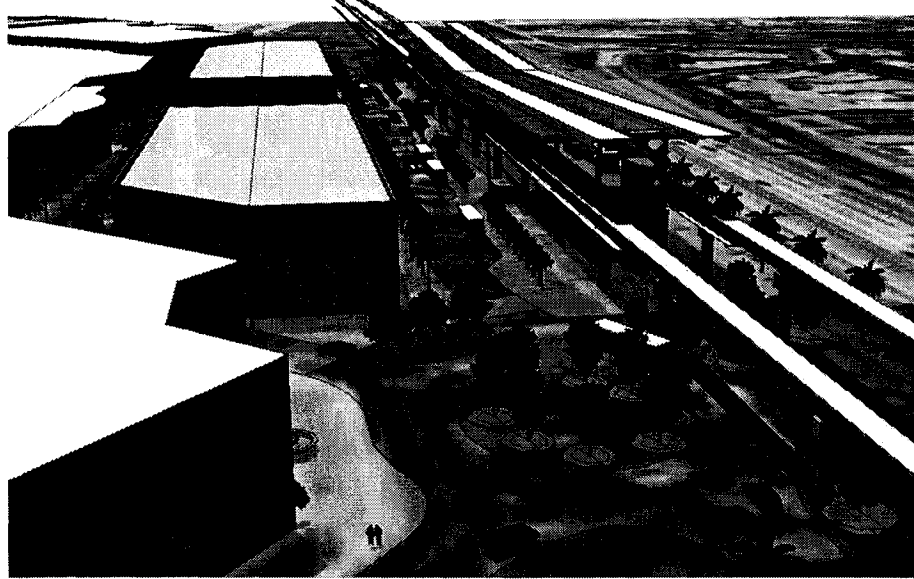
This station is proposed to be located north of the existing airport terminal. The station is designed for seamless integration with the Ontario International Airport and various modes envisioned for the stations including future light rail service serving local destinations within San Bernardino County.



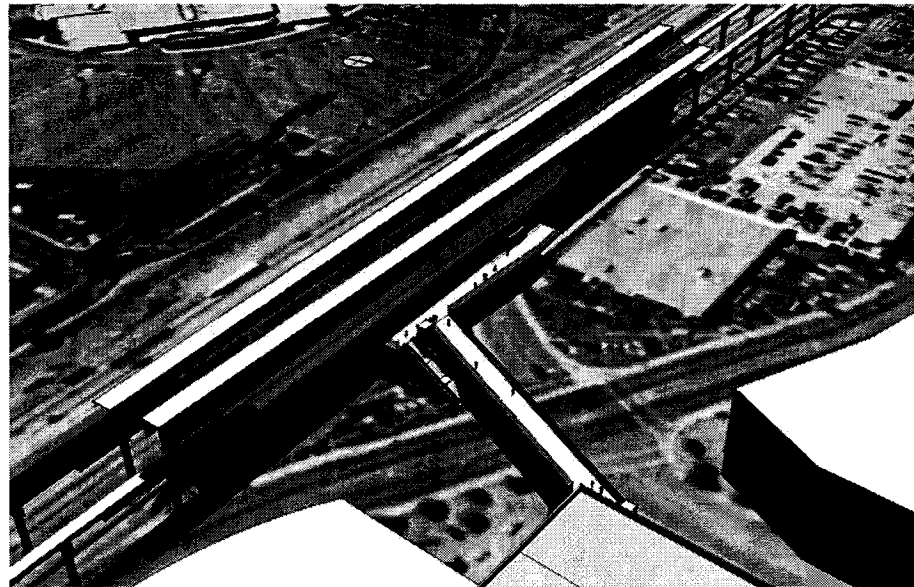
San Gabriel Valley Station

This station would provide access to the growing residential communities and major commercial destinations of the San Gabriel Valley. Depending on the alignment, there are three alternative sites for the San Gabriel Valley Station: one in West Covina on the San Bernardino Freeway (I-10) alignment, and two in the City of Industry on the Union Pacific Railroad (UPRR) and Pomona Freeway (SR-60) alignments. Conceptual designs are provided for all three potential station sites at the request of stakeholders, who ultimately will select one of the three alternative sites for final design and construction.

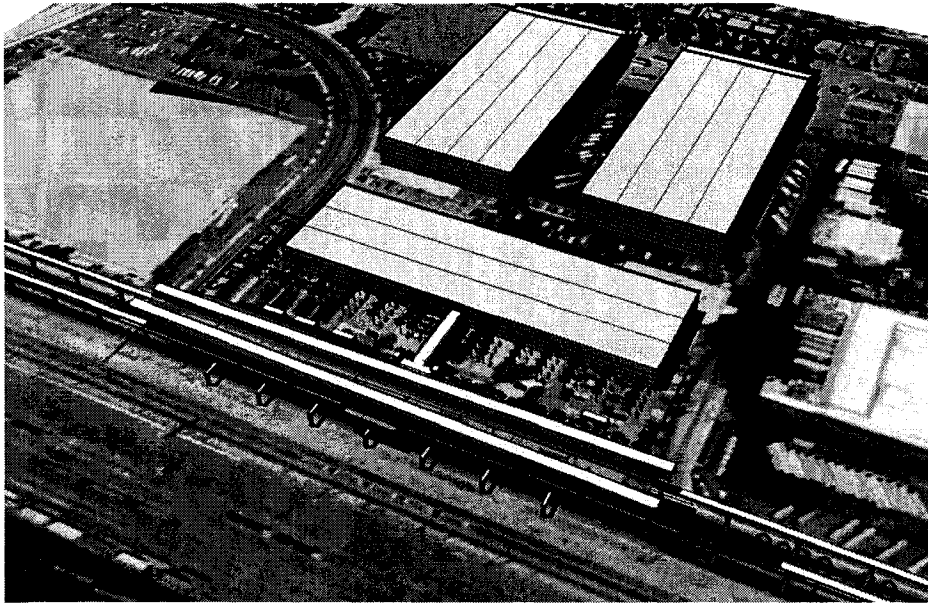
San Gabriel Valley (I-10 Alignment) - West Covina Station Option



San Gabriel Valley (SR-60 Alignment) - City of Industry/Puente Hills Station Option

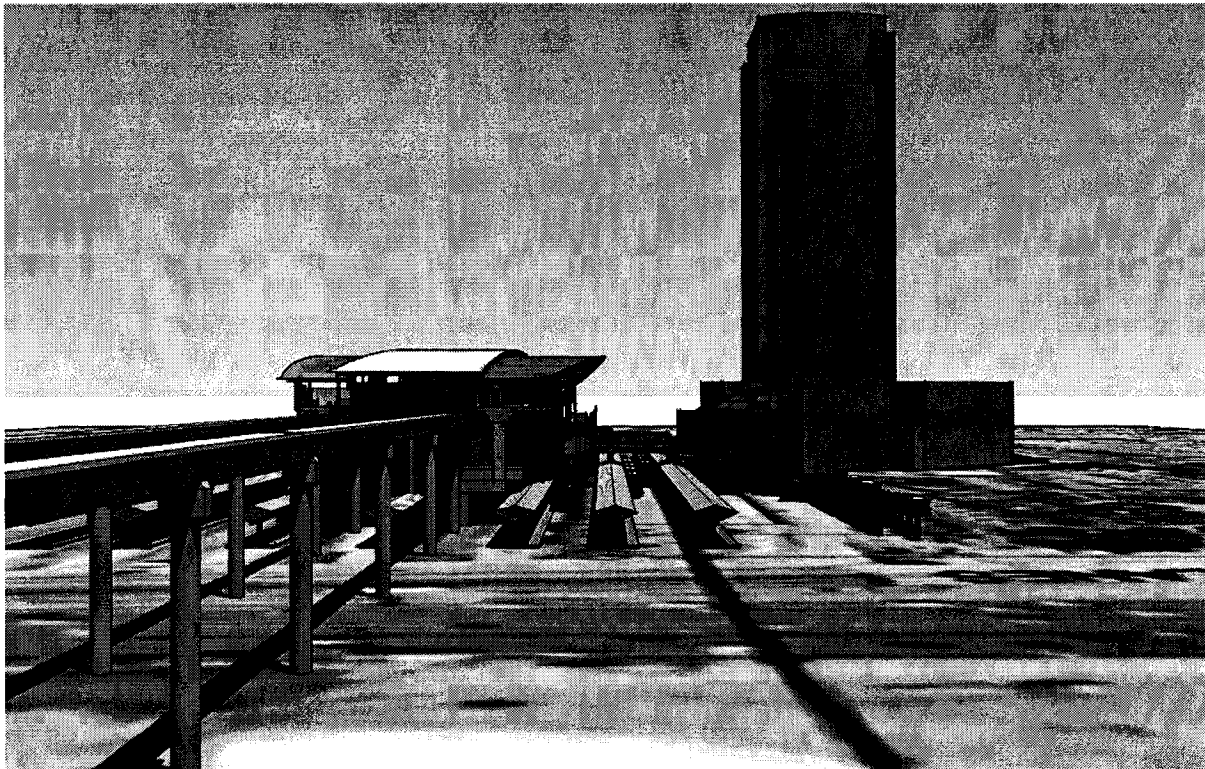


San Gabriel Valley (UPRR Alignment) – City of Industry Station Option



Los Angeles Union Station

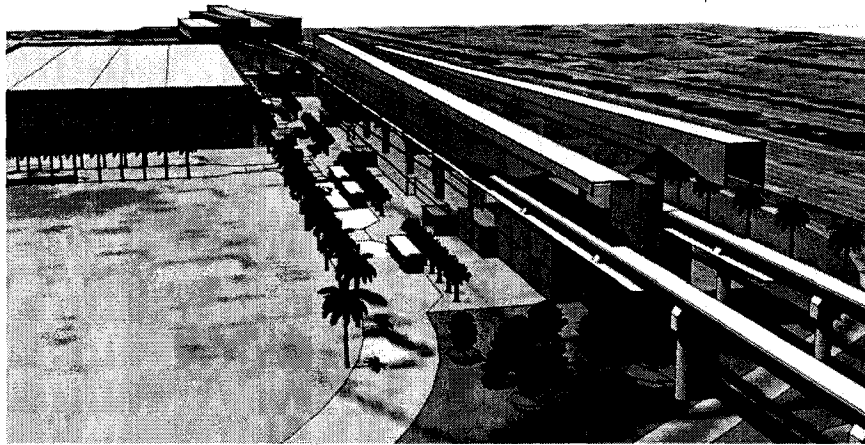
Union Station is Southern California's most important intermodal surface transportation hub. Its central location provides convenient access to Downtown Los Angeles. Union Station provides intermodal connections to two Metro Rail lines, six Metrolink commuter rail lines, four Amtrak long-distance rail routes, express buses serving the El Monte and Harbor Transitways, and numerous local bus routes.



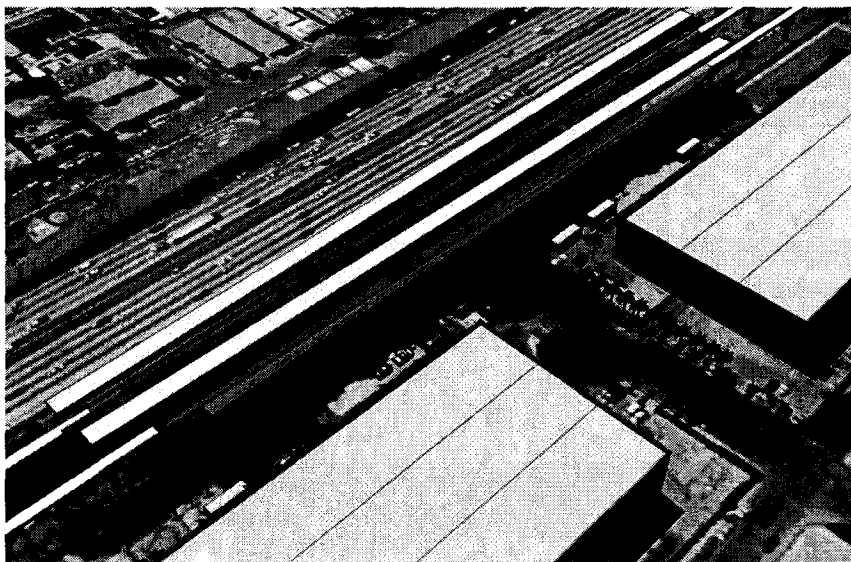
West Los Angeles Station

This station would serve the major educational, recreational, cultural, and commercial attractions of West Los Angeles and surrounding communities. The complexities of locating a maglev station in this area will require further study and coordination with stakeholders. Currently SCAG has a separate study devoted to identifying a potential multi-modal transit hub in the area that may include a high-speed rail station. For the purpose of this study, two alternatives have been developed that can provide bookend concepts for the purpose of preliminary engineering and costing. Both concepts are located near the interchange of the San Diego Freeway (I-405) and Wilshire Boulevard.

West Los Angeles - Veterans Administration Station Option



West Los Angeles - Cotner Avenue Station Option

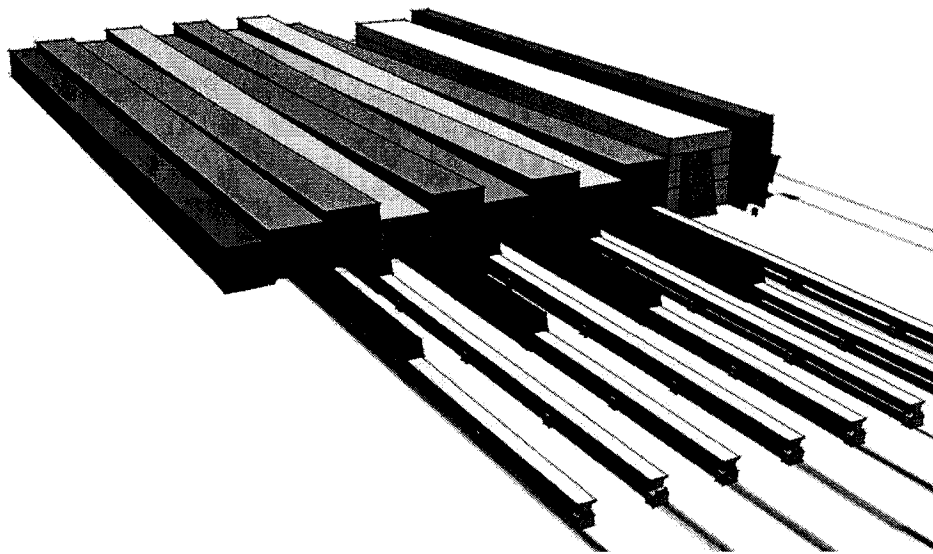


Maintenance Facilities

The Maglev Initial Operating Segment (IOS) includes two maintenance facilities to facilitate routine servicing, cleaning, storage, and repair of vehicles as well as the equipment and infrastructure for guideway maintenance along the IOS route:

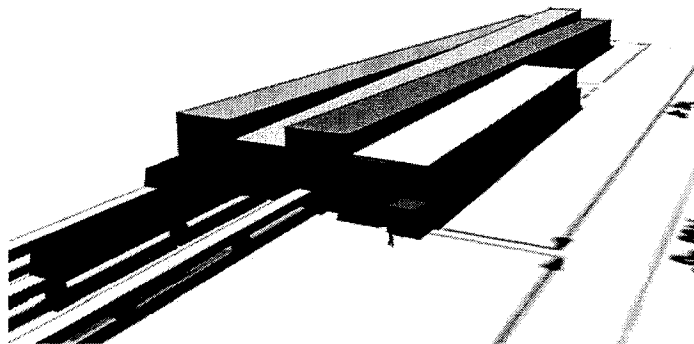
Central Maintenance Facility

The Central Maintenance Facility includes seven vehicle maintenance tracks, maintenance workshops, a vehicle washing facility, four parking tracks, offices, and the Maglev system operations control center. The proposed location for the Central Maintenance Facility is west of the Ontario International Airport.



Decentral Maintenance Facility

The Decentral Maintenance Facility provides a second location for minor vehicle maintenance and storage. It includes two vehicle maintenance tracks and one parking track. The proposed location for the Decentral Maintenance Facility is in West Los Angeles, on the opposite end of the Initial Operating Segment from the Central Maintenance Facility.



V. Refined Cost Estimates

Cost estimates have been developed for the three alignment options of the I-10, UPRR and SR-60. The costs provided are in year 2006 dollars and are based on recent industry experience relating to material and labor rates and available information from TRI-USA relating to maglev system component costs. Specific details of the unit costs and assumptions are provided in the Refined Cost Estimate report. The report provides information on the key components of the system which include:

- Structures/Foundations/Tunnels
- Earthwork
- Stations
- Parking Facilities
- Operation and Maintenance Facilities
- Guideway/ Propulsion/Power Supply/Operation Control (OCS)
- Sound Walls (Noise Protection)
- Safety Fencing/Landscape
- Maglev Vehicles
- ROW/Roadway Improvements/Utility Relocation/Traffic Control
- Contingencies, Project Implementation, and Environmental Mitigation

In summary, the cost for each alignment is summarized as the following:

- I-10 Alignment - \$7.811 billion
- Union Pacific Railroad Alignment - \$8.066 billion
- SR-60 Alignment - \$8.316 billion

The following tables provide a more detailed summary of the cost for each of the three alignment options.

V. REFINED COST ESTIMATES

Phase 2
Preliminary Engineering and Technical Analysis Report

Table 1: I-10 Alignment

Item	Quantity	Unit	Unit Cost	Cost	Subtotal	Estimated Design/Const. Contingencies	Estimated Program Implementation	Environmental Impact Mitigation	Contingencies, Management, & Mitigation Costs	Estimated Item/System Total Cost
Conversion from feet to meters	0.3048									
Conversion from miles to kilometers	1.6093									
Conversion from cubic yards (cu-yd) to cubic meters (cu-m)	0.7646									
Conversion from square feet (sq-ft) to square meters (sq-m)	0.0929									
Length of Alignment (miles)	54.44									
Guideway										
Type 1 Guideway	534,100	LF	\$ 1,943	\$ 1,037,756,300	\$ 1,085,482,300	\$ 108,548,230	\$ 325,647,690	\$ 32,564,769	\$ 466,761,689	\$ 1,552,254,000
Type 3 Guideway	40,800	LF	\$ 1,170	\$ 47,736,000						
Structures/Foundations/Tunnels										
Substructure for Guideway Type 1 and 3	287,450	LF	\$ 4,516	\$ 1,298,124,200	\$ 1,364,124,200	\$ 341,031,050	\$ 409,237,260	\$ 40,923,726	\$ 791,192,036	\$ 2,155,316,200
Elevated Walkways	20,000	LF	\$ 800	\$ 16,000,000						
Sound Walls	10,000	LF	\$ 1,000	\$ 10,000,000						
Tunnel substructure										
Retaining Walls	1	LS	\$ 10,000,000	\$ 10,000,000						
Ground Densification	1	each	\$ 30,000,000	\$ 30,000,000						
Stations/Maintenance Total Cost					\$ 803,917,376	\$ 200,079,344	\$ 241,175,213	\$ 24,117,521	\$ 466,272,078	\$ 1,270,189,500
Stations					\$ 594,383,376					
Ontario Airport Station (Center Side Platform Mezzanine)	1	LS	\$ 80,377,000	\$ 80,377,000						
West Corina Station (Center Platform)	5927	Spaces	\$ 19,173	\$ 113,638,371						
West Corina Station (Center Platform)	1	LS	\$ 44,184,000	\$ 44,184,000						
West Corina Station (Center Platform Mezzanine)	6368	Spaces	\$ 19,173	\$ 122,093,684						
Union Station (Center Side Platform Mezzanine)	3500	LS	\$ 80,377,000	\$ 80,377,000						
West LA (Center Platform)	1	LS	\$ 19,173	\$ 19,173						
West LA Parking Structure	2317	Spaces	\$ 42,184,000	\$ 42,184,000						
Maintenance & Operations Facilities					\$ 209,534,000					
Central Maintenance Facility & OCC (Building and Non-Maglev Equipment)	1	LS	\$ 91,452,000	\$ 91,452,000						
Decentral Maintenance Facility (Building and Non-Maglev Equipment)	1	LS	\$ 27,332,000	\$ 27,332,000						
Maglev Vehicle Equipment	1	LS	\$ 70,000,000	\$ 70,000,000						
Maglev Maintenance and Inspection Vehicles	1	LS	\$ 10,000,000	\$ 10,000,000						
Maglev Train Wash Facility	1	LS	\$ 7,000,000	\$ 7,000,000						
Parking Facility	250	LS	\$ 15,000	\$ 3,750,000						
Communications/Signal/Power					\$ 849,264,000	\$ 212,316,000	\$ 254,779,200	\$ 25,477,920	\$ 492,573,120	\$ 1,341,837,100
Power Substations/Distribution	54.44	Mile	\$ 10,400,000	\$ 566,176,000						
Operations/Control/Communications	54.44	Mile	\$ 5,200,000	\$ 283,088,000						
Vehicles Total Cost					\$ 800,800,000	\$ 80,080,000	\$ 40,040,000	\$ -	\$ 120,120,000	\$ 920,920,000
(8) Car Consists	10	each	\$ 80,080,000	\$ 800,800,000						
Right of Way					\$ 324,049,875	\$ -	\$ -	\$ -	\$ -	\$ 324,049,900
Right of Way	1	LS	\$ 324,049,875	\$ 324,049,875						
Roadway Improvements/Utility Relocation/Traffic Control					\$ 156,240,400	\$ 39,060,100	\$ 46,872,120	\$ 4,687,212	\$ 90,619,432	\$ 246,859,800
Roadway Improvements	1	LS	\$ 45,000,000	\$ 45,000,000						
Roadway Improvements w/Drainage	1	LS	\$ 50,000,000	\$ 50,000,000						
Utility Relocation	1	LS	\$ 61,240,400	\$ 61,240,400						
Traffic Control During Construction (2.5% of structure+guideway)										
Subtotal					\$ 5,343,886,151	\$ 982,015,724	\$ 1,317,751,483	\$ 127,771,148	\$ 2,427,538,355	\$ 7,811,426,500
Cost per Mile (Double Track System)					\$ 98,055,815	\$ 18,036,436	\$ 24,205,575	\$ 2,367,009	\$ 44,591,079	\$ 143,466,894

Table 2: SR-60 Alignment

Item	Quantity	Unit	Unit Cost	Cost	Subtotal	Estimated Design/Construct Contingencies	Estimated Program Implementation	Environmental Impact Mitigation	Contingencies, Management, & Mitigation Costs	Estimated Item/System Total Cost
Conversion from feet to meters	0.3048									
Conversion from miles to kilometers	1.6093									
Conversion from cubic yards (cu-yd) to cubic meters (cu-m)	0.7646									
Conversion from square feet (sq-ft) to square meters (sq-m)	0.0929									
Length of Alignment (miles)	58.37									
Guideway										
Type 1 Guideway	575,600	LF	\$ 1,943	\$ 1,119,380,800	\$ 1,168,126,800	10.0%	30.0%	3.0%	43.0%	\$ 1,667,561,300
Type 3 Guideway	40,800	LF	\$ 1,170	\$ 47,736,000						
Structures/Foundations/Tunnels										
Substructure for Guideway Type 1 and 3	288,970	LF	\$ 4,813	\$ 1,390,679,684	\$ 1,545,797,684	25.0%	30.0%	3.0%	58.0%	\$ 2,442,360,300
Elevated Walkways	20,760	LF	\$ 800	\$ 16,608,000						
Sound Walls	10,310	LF	\$ 1,000	\$ 10,310,000						
Tunnel substructure	5,880	LF	\$ 15,000	\$ 88,200,000						
Retaining Walls	1	LS	\$ 10,000,000	\$ 10,000,000						
Ground Densification	1	each	\$ 30,000,000	\$ 30,000,000						
Stations/Maintenance Total Cost					\$ 791,187,744	25.0%	30.0%	3.0%	58.0%	\$ 1,250,076,600
Stations					\$ 581,653,744					
Ontario Airport Station (Center Side Platform Mezzanine)	1	LS	\$ 80,377,000	\$ 80,377,000						
Ontario Airport Station Parking Structure	5927	Spaces	\$ 19,173	\$ 113,638,371						
Puente Hills Station (Center Platform)	1	LS	\$ 44,184,000	\$ 44,184,000						
Puente Hills Station Parking Structure	6368	Spaces	\$ 17,174	\$ 109,364,032						
Union Station (Center Side Platform Mezzanine)	1	LS	\$ 80,377,000	\$ 80,377,000						
Union Station Parking Structure	3500	Spaces	\$ 19,173	\$ 67,105,500						
West LA (Center Platform)	1	LS	\$ 42,184,000	\$ 42,184,000						
West LA Parking Structure	2317	Spaces	\$ 19,173	\$ 44,423,841						
Maintenance & Operations Facilities					\$ 209,534,000					
Central Maintenance Facility & OCC (Building and Non-Maglev Equipment)	1	LS	\$ 91,452,000	\$ 91,452,000						
Decentral Maintenance Facility (Building and Non-Maglev Equipment)	1	LS	\$ 27,332,000	\$ 27,332,000						
Maglev Vehicle Equipment	1	LS	\$ 70,000,000	\$ 70,000,000						
Maglev Maintenance and Inspection Vehicles	1	LS	\$ 10,000,000	\$ 10,000,000						
Maglev Train Wash Facility	1	LS	\$ 7,000,000	\$ 7,000,000						
Parking Facility	250	LS	\$ 15,000	\$ 3,750,000						
Communications/Signal/Power					\$ 910,572,000	25.0%	30.0%	3.0%	58.0%	\$ 1,438,703,800
Power Substations/Distribution	58.37	Mile	\$ 10,000,000	\$ 607,048,000						
Operations/Control/Communications	58.37	Mile	\$ 5,200,000	\$ 303,524,000						
Vehicles Total Cost					\$ 800,800,000	18.0%	5.0%	0.8%	24.0%	\$ 920,920,000
(8) Car Consists	10	each	\$ 80,080,000	\$ 800,800,000						
Right of Way					\$ 339,076,125	0.0%	0.0%	0.0%	0.0%	\$ 339,076,100
Right of Way	1	LS	\$ 339,076,125	\$ 339,076,125						
Roadway Improvements/Utility Relocation/Traffic Control					\$ 162,798,100	25.0%	30.0%	3.0%	58.0%	\$ 257,221,000
Roadway Improvements	1	LS	\$ 45,000,000	\$ 45,000,000						
Roadway Improvements w/Drainage	1	LS	\$ 50,000,000	\$ 50,000,000						
Utility Relocation	1	LS	\$ 67,798,100	\$ 67,798,100						
Traffic Control During Construction (2.5% of structure+guideway)										
Subtotal					\$ 5,718,358,453	Estimated Design/Construct Contingencies	Estimated Program Implementation	Environmental Impact Mitigation	Contingencies, Management, & Mitigation Costs	Estimated Item/System Total Cost
					\$ 5,718,358,453	\$ 1,049,281,562	\$ 1,412,984,698	\$ 137,294,470	\$ 2,599,560,730	\$ 8,315,915,100
Cost per Mile (Double Track System)					\$ 97,933,168	\$ 17,296,361	\$ 24,201,479	\$ 2,352,441	\$ 44,568,604	\$ 142,488,053

Table 3: UPRR Alignment

Item	Quantity	Unit	Unit Cost	Cost	Subtotal	Estimated Design/Construct Contingencies	Estimated Program Implementation	Environmental Impact Mitigation	Contingencies, Management, & Mitigation Costs	Estimated Item/System Total Cost
Conversion from feet to meters	0.3048									
Conversion from miles to kilometers	1.6093									
Conversion from cubic yards (cu-yd) to cubic meters (cu-m)	0.7646									
Conversion from square feet (sq-ft) to square meters (sq-m)	0.0929									
Length of Alignment (miles)	56.33									
Guideway										
Type 1 Guideway	566,560	LF	\$ 1,943	\$ 1,100,826,080	\$ 1,133,878,580	10.0%	30.0%	3.0%	43.0%	\$ 1,521,446,400
Type 3 Guideway	28,250	LF	\$ 1,170	\$ 33,052,500						
Structures/Foundations/Tunnels										
Substructure for Guideway Type 1 and 3	297,410	LF	\$ 4,665	\$ 1,387,417,650	\$ 1,454,987,650	25.0%	30.0%	3.0%	58.0%	\$ 2,298,880,500
Elevated Walkways	20,900	LF	\$ 800	\$ 16,720,000						
Sound Walls	10,400	LF	\$ 1,000	\$ 10,400,000						
Tunnel substructure	-	LF	\$ 15,000	\$ -						
Retaining Walls	1	LS	\$ 10,450,000	\$ 10,450,000						
Ground Densification	1	each	\$ 30,000,000	\$ 30,000,000						
Stations/Maintenance Total Cost										
Stations					\$ 801,917,376	25.0%	30.0%	3.0%	58.0%	\$ 1,267,029,500
Ontario Airport Station (Center Side Platform Mezzanine)	1	LS	\$ 80,377,000	\$ 80,377,000						
Industry Station (Center Platform)	5927	Spaces	\$ 19,173	\$ 113,638,371	\$ 592,383,376					
Industry Station (Center Platform)	1	LS	\$ 42,184,000	\$ 42,184,000						
Union Station (Center Side Platform Mezzanine)	6368	Spaces	\$ 19,173	\$ 122,093,664						
Union Station (Center Side Platform Mezzanine)	1	LS	\$ 80,377,000	\$ 80,377,000						
Union Station (Center Platform)	3500	Spaces	\$ 19,173	\$ 67,105,500						
West LA (Center Platform)	1	LS	\$ 42,184,000	\$ 42,184,000						
West LA (Center Platform)	2317	Spaces	\$ 19,173	\$ 44,423,841						
Maintenance & Operations Facilities					\$ 209,534,000					
Central Maintenance Facility & OCC (Building and Non-Maglev Equipment)	1	LS	\$ 91,452,000	\$ 91,452,000						
Maglev Vehicle Equipment	1	LS	\$ 27,332,000	\$ 27,332,000						
Maglev Maintenance and Inspection Vehicles	1	LS	\$ 70,000,000	\$ 70,000,000						
Maglev Train Wash Facility	1	LS	\$ 7,000,000	\$ 7,000,000						
Parking Facility	250	LS	\$ 15,000	\$ 3,750,000						
Communications/Signal/Power					\$ 878,696,591	25.0%	30.0%	3.0%	58.0%	\$ 1,388,340,800
Power Substations/Distribution	56.33	Mile	\$ 10,400,000	\$ 585,797,727						
Operations/Control/Communications	56.33	Mile	\$ 5,200,000	\$ 292,898,864						
Vehicles Total Cost					\$ 800,800,000	10.0%	5.0%	8.0%	15.0%	\$ 920,920,000
(8) Car Consists	10	each	\$ 80,080,000	\$ 800,800,000						
Right of Way					\$ 314,461,250	0.0%	0.0%	0.0%	0.0%	\$ 314,461,300
Right of Way	1	LS	\$ 314,461,250	\$ 314,461,250						
Roadway Improvements/Utility Relocation/Traffic Control					\$ 161,721,700	25.0%	30.0%	3.0%	58.0%	\$ 255,520,300
Roadway Improvements	1	LS	\$ 47,000,000	\$ 47,000,000						
Roadway Improvements w/Drainage	1	LS	\$ 50,000,000	\$ 50,000,000						
Utility Relocation	1	LS	\$ 64,721,700	\$ 64,721,700						
Traffic Control During Construction (2.5% of structure+guideway)										
Subtotal					\$ 5,546,463,147	\$ 1,017,798,687	\$ 1,369,400,569	\$ 132,936,057	\$ 2,520,135,313	\$ 8,066,598,600
Cost per Mile (Double Track System)					\$ 98,469,513	\$ 18,059,559	\$ 24,311,747	\$ 2,360,083	\$ 44,741,395	\$ 432,103,913

VI. Outreach and Communications

The outreach and communications conducted for the SCAG Phase 2 Maglev Deployment focused on providing information to key stakeholders along the alignment. The goal was to obtain input from stakeholders that would help in the preliminary engineering of the project. Due to the limitations of the scope and the current point in the development of the program, the outreach effort was conducted at a very high-level. Future phases of the program will address the need to conduct outreach at a level necessary for environmental impact analysis and clearance.

Key local stakeholders within each project segment were identified early on for the Outreach and Communications effort³. Agency representatives, civic leaders, elected officials and key staffers from local governments within these geographic segments were briefed. Additional stakeholders such as developers and other economic interests were also provided detailed presentations as warranted. Municipal and civic stakeholders are identified in their capacities as either key policy makers or leaders of active organizations or those organizations themselves, with a focus on business and economic development, transportation and land use advocacy. In all briefings, comments and concerns were noted.

Stakeholder Meetings

Meetings for Maglev Phase 2 focused on stakeholders at potential station sites along the alignment. Thus, it was especially important to brief those stakeholders representing the cities of Los Angeles, West Covina, Industry (an alternative to the West Covina station site) and Ontario, though stakeholders representing jurisdictions along that alignment will also be identified.

The meetings and presentations focused on technical information related to the maglev project. The briefings were not intended to be lobbying efforts or attempts to obtain endorsement for the project but rather to obtain or offer information related to the engineering of the system and the proposed stations.

Key briefings included the following:

- California Department of Transportation (District Director Failing and staff, see Preliminary Engineering Analysis Milestone Report)
- City of Los Angeles Department of Transportation (General Manager Gloria Jeff and staff)
- City of Los Angeles Councilman Rosendahl (11th District)
- City of Los Angeles Councilman Smith (12th District, member of Maglev Task Force)
- City of Los Angeles Councilman Parks (8th District)
- County of Los Angeles Supervisor Burke (2nd District)
- City of Ontario (Mayor Pro Tem Wapner, Member of Maglev Task Force and staff)
- City of West Covina (Mayor Herfert, Mayor Pro Tem Touhey, and staff)
- City of San Gabriel (Councilman Baldwin, SCAG Transportation Committee Chair)
- City of Industry (staff)
- City of Pomona (staff)
- City of Torrance (Mayor Pro Tem Nowatka)
- Los Angeles World Airports Board
- City of Palms Springs (staff)
- Agua Caliente Tribe (Council Chairman Malanovich and staff)
- Pechanga Tribe (Boardmember Palinkas)
- Westfield Developments (owners of West Covina mall station site)

³ SCAG Phase 2 Maglev Deployment Program, Draft Public Involvement Plan, September 2005

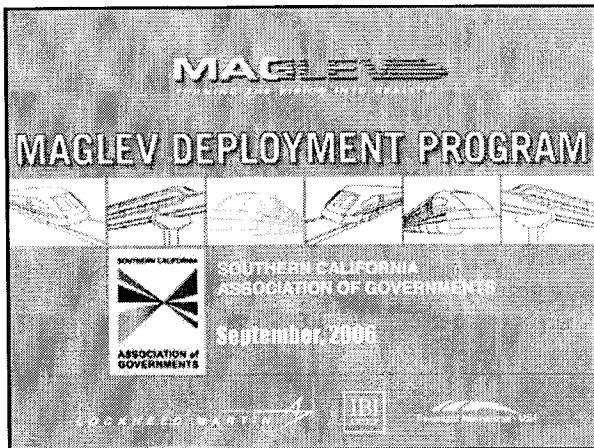
Station Siting Workshops were conducted as a part of the briefings as appropriate. These revolved around identifying the parameters with which stations and maintenance facilities can be investigated. Follow up briefings were conducted to share results of the conceptual work.

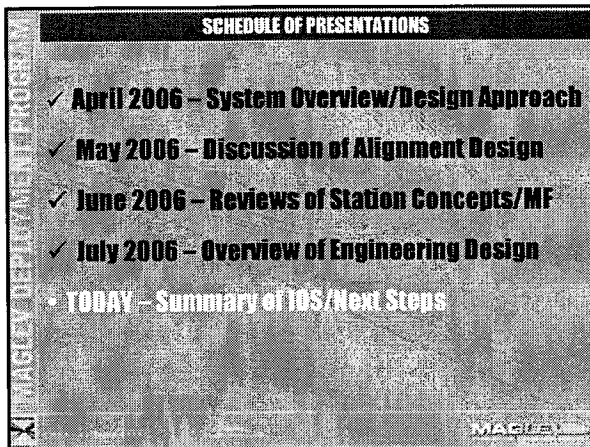
Maglev Task Force

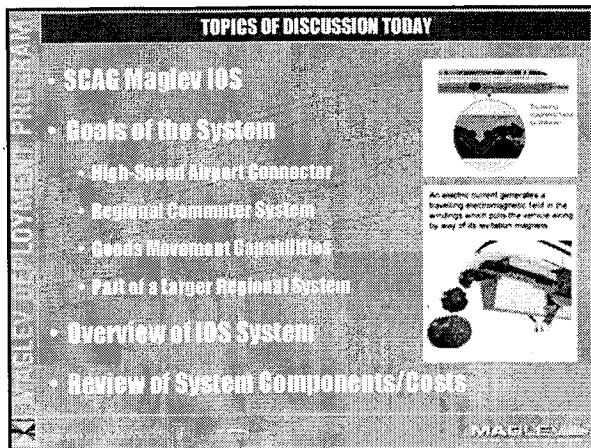
Regular updates were provided to the Maglev Task Force (MTF) concerning the progress of the technical work. Presentations were made in the form of Powerpoint slideshows. Additionally, summary presentations were made to the MTF prior to their adoption of a deliverable on the project.

Collateral Material Development

As noted, powerpoint presentations were developed for the briefings which were also used as a "leave behinds". In addition, previously developed fact sheets were also provided.








MAGLEV DEPLOYMENT PROGRAM

OVERVIEW OF THE SYSTEM

OPERATIONAL CHARACTERISTICS

- Frequency: 10 min. peak/20 minutes off-peak
- 18 Hours of Operation: 15:30 AM – 11:30 PM
- 5 – 8 Car Trains (depending on demand)
- Route Capacity: 20,000/hr, 196,200/day, 50.5m/year
- Top Speed – 240 mph, Average Speed – 103 mph




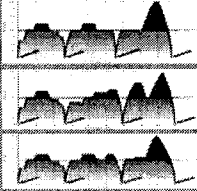
MAGLEV DEPLOYMENT PROGRAM

OVERVIEW OF THE SYSTEM

INITIAL OPERATING SEGMENT ALIGNMENT

Alternatives:

- I-10: 54.7 miles, 32 minutes, Top 249 mph, Avg 103.4 mph
- SR-60: 57 miles, 33 minutes, Top 239 mph, Avg 103.4 mph
- UPRR: 57 miles, 33 minutes, Top 249 mph, Avg 103.2 mph





MAGLEV DEPLOYMENT PROGRAM

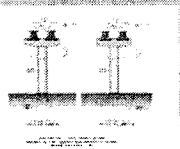
OVERVIEW OF THE SYSTEM

FULLY ELEVATED ALIGNMENT

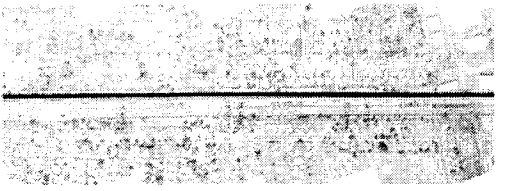
- Maximize Speed, Minimize Environmental Impacts/Costs
- Balancing Act
- Fully Elevated Alignment
- Variety of Support Structures and Techniques



TYPE 1 - SECTION AND LAYOUT

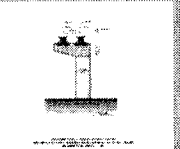


- 100' maximum span length
- 6.0' minimum depth
- Precast column and beam system
- Minimum 6' clear height below
- Easiest to construct
- Most economical section
- No shoring required

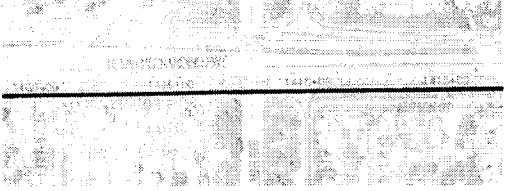


MACLE

TYPE 2 - SECTION AND LAYOUT

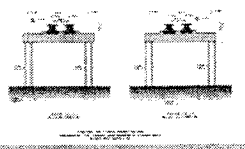


- Used when column cannot be placed under roadway centerline
- Minimum offset = 15'
- 100' maximum span length
- 6.0' deep precast column and beam

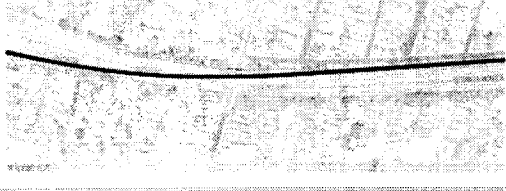


MACLE

TYPE 3 - SECTION AND LAYOUT



- Used when column cannot be placed under roadway centerline
- Maximum span lengths below 100'
- Maximum beam span = 10'
- Variable beam depth and column diameter
- Concrete and steel beam sitting on supports



MACLE

TYPE 4 - SECTION AND LAYOUT

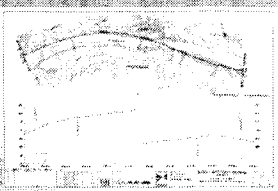
• Transition from Chapter Highway 400-240
 • Maximum bridge length is 1,000 ft
 • Maximum bridge width is 100 ft
 • Maximum bridge height is 100 ft
 • Maximum bridge depth is 100 ft

TYPE 5 - SECTION AND LAYOUT

• Used when columns cannot be placed under
 guideway conditions
 • Maximum span length is 100 ft
 • Maximum bridge width is 100 ft
 • Maximum bridge height is 100 ft
 • Maximum bridge depth is 100 ft
 • Maximum bridge length is 1,000 ft
 • Maximum bridge height is 100 ft

TYPICAL TUNNEL SECTION

• Located along SR-50
 alignment east of SR-57
 • Single bore, 42' wide
 by 27' high
 • Maximum depth of
 cut is 100 ft
 • Tunnel length approx. 3,000'
 • Maximum curve is approx. 190'



SOIL NAIL RETAINING WALL

- Soil nail wall retaining for the railroad structure
- Steel beams are attached to concrete frame in front of wall
- Concrete connected T-2" steel rail beams are attached to concrete frame
- Concrete wall and beams to maintain track structure
- Highway and rail road

OVERVIEW OF THE SYSTEM


FACILITIES

Four Stops along Alignment

- Ontario Airport
- San Gabriel Valley
- Union Station
- West Los Angeles

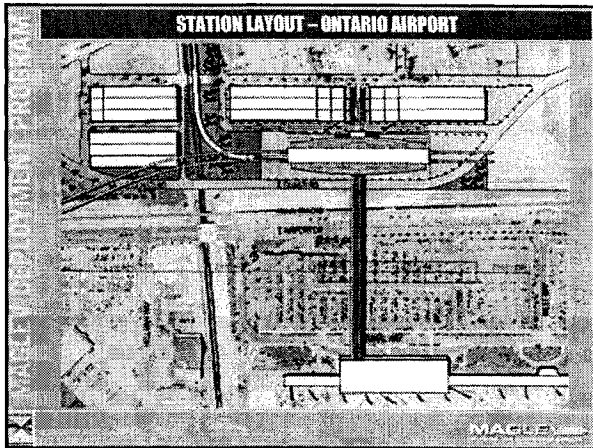
Maintenance Facilities

- Central Maintenance Facility
- Decentral Maintenance Facility

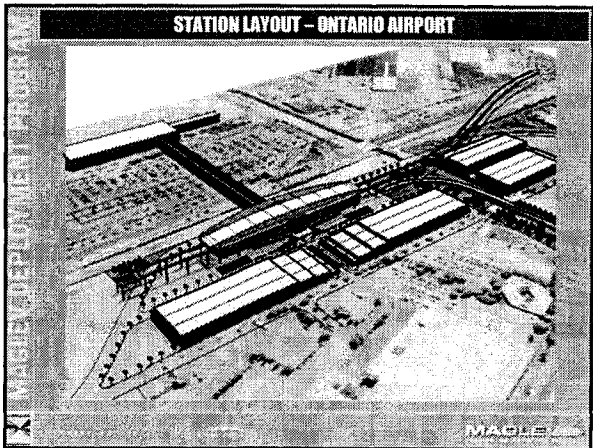


MAGLEV PASSENGER STATION DESIGN APPROACH

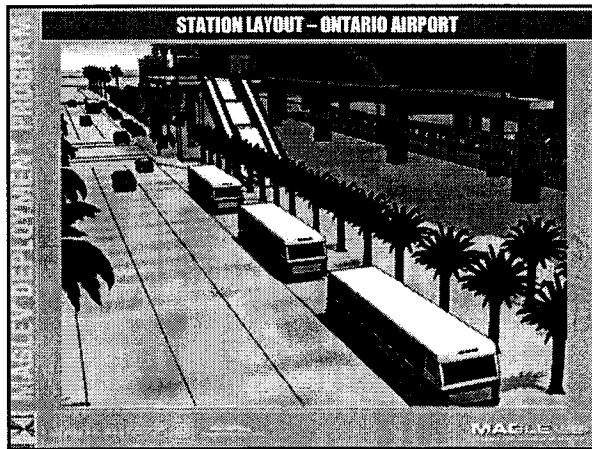
- Design - Different types used to fit the function
- Minimize right of way requirements, ability to interface with adjacent land use, expandable
- Provide parking lot multimodal in design
- Streamlined, modular and open design - reflects modern technology, materials and movement
- Modules to handle ticketing, concessions, remote check-in/baggage handling capabilities

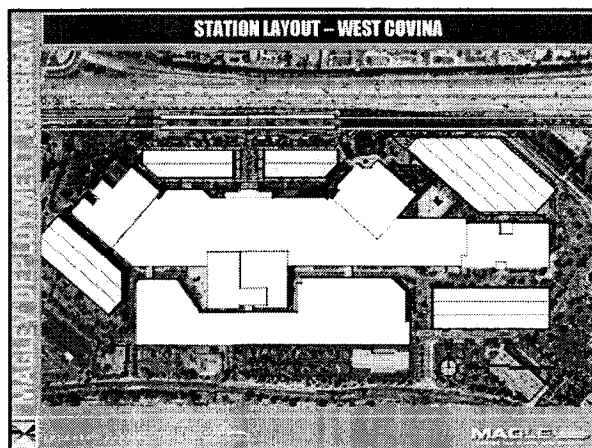


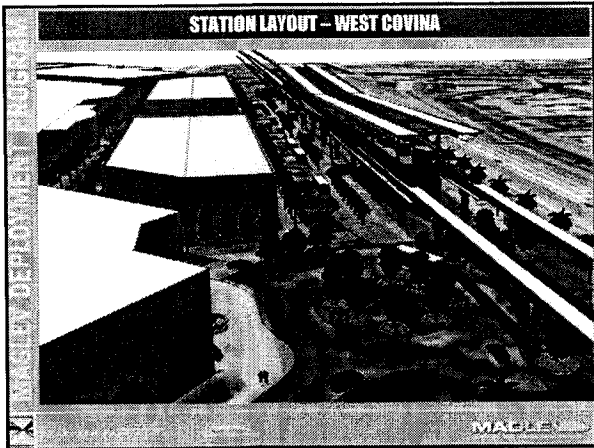


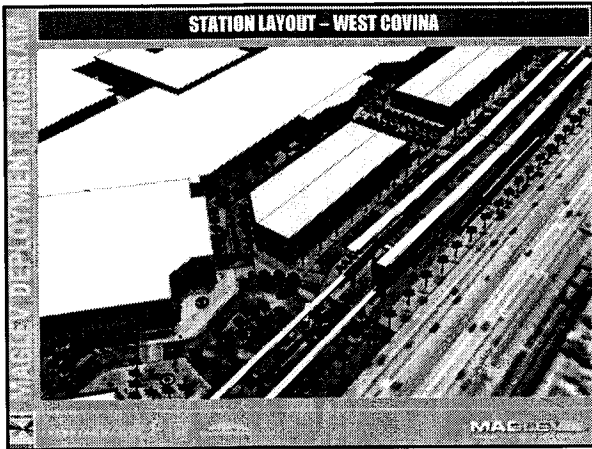


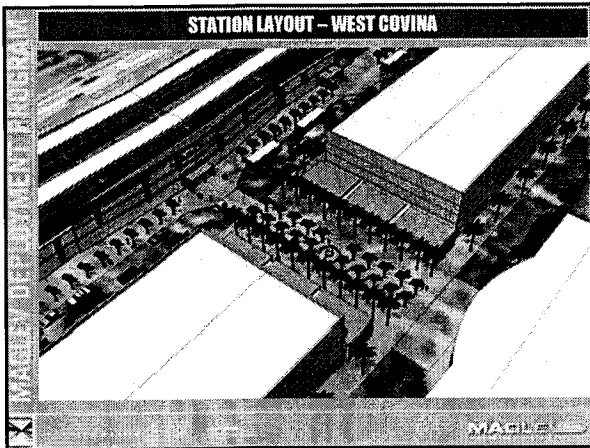


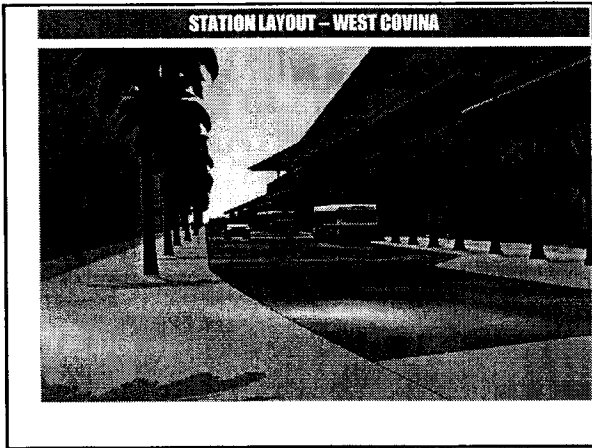


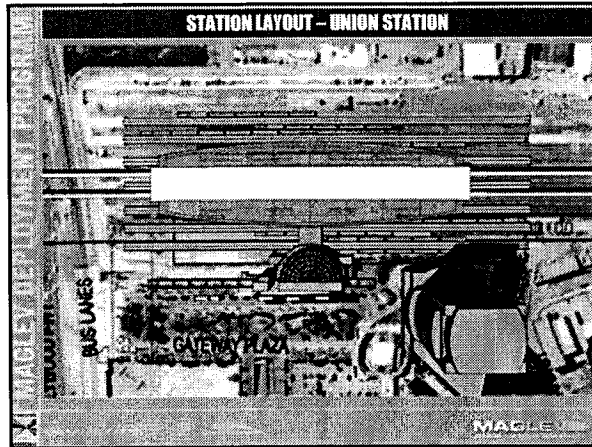


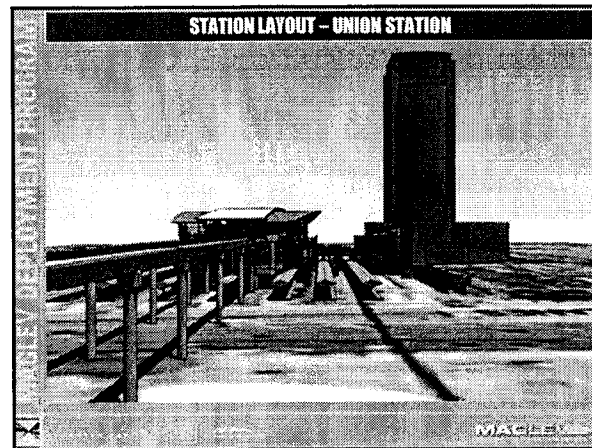


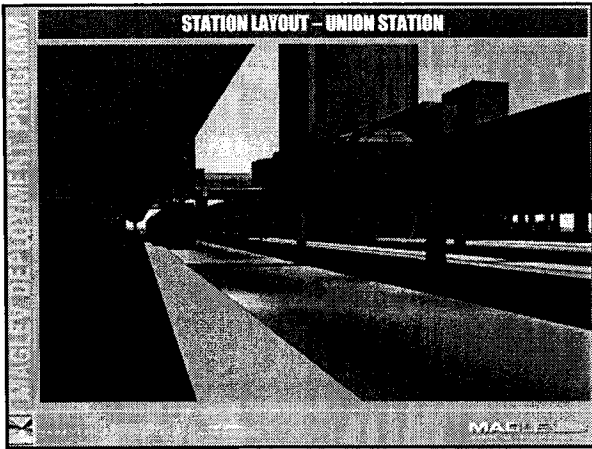


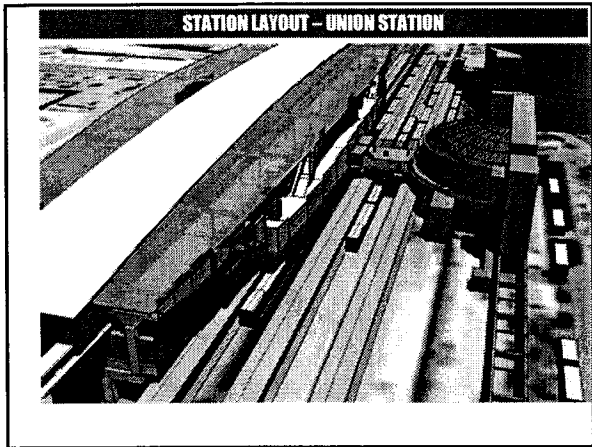


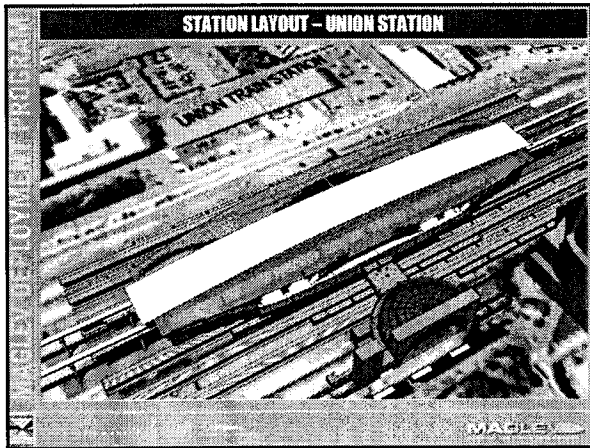


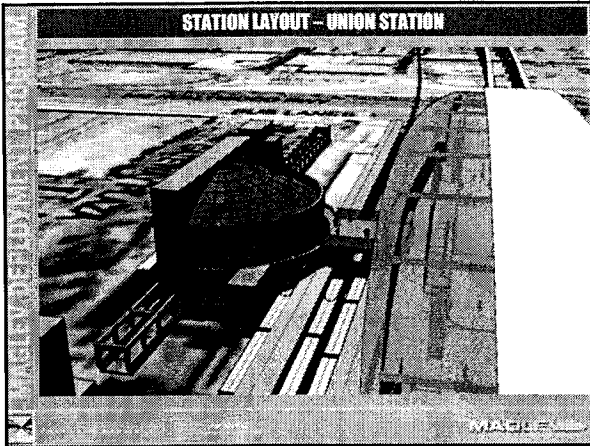


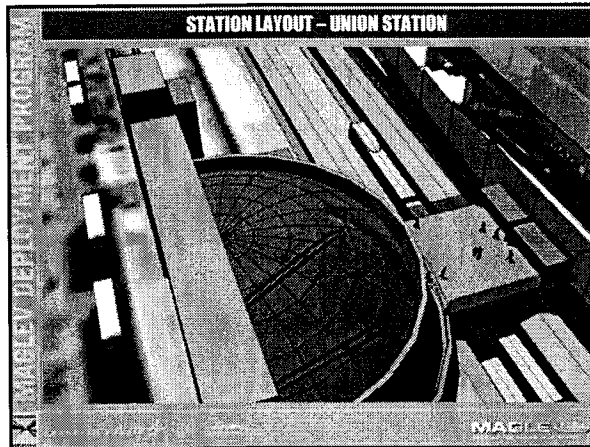




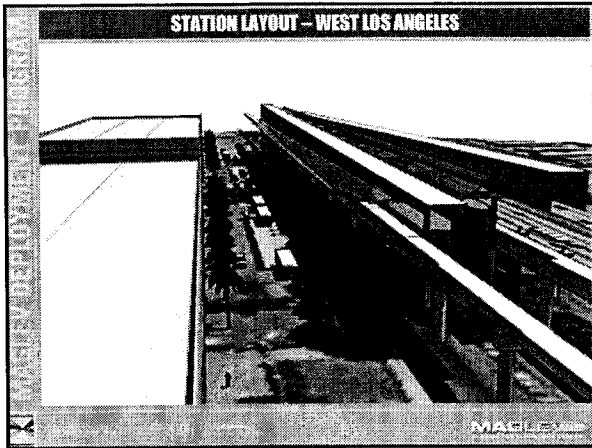


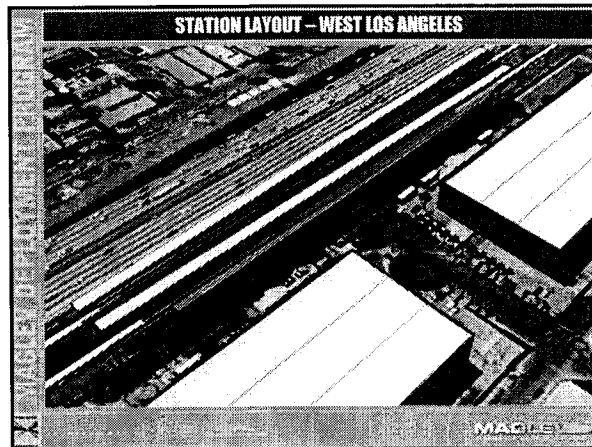


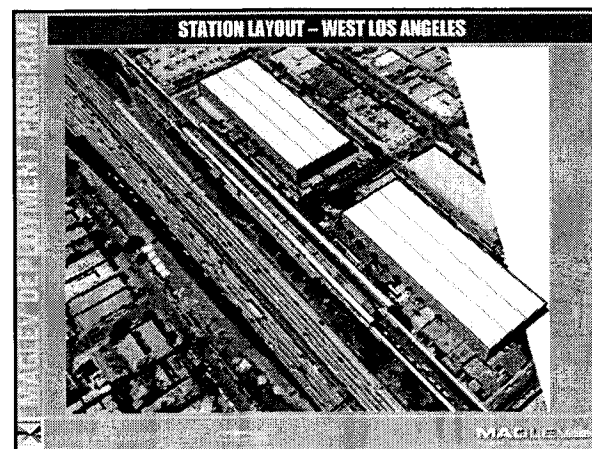














CENTRAL MAINTENANCE FACILITY ACTIVITIES

Located in Ontario

- Approximately 24 acres
- 8 tracks
- Scheduled Maintenance
- Major Repairs
- Cleaning/Painting
- Battery Maintenance
- Parking
- Maintenance Management
- Offices and Workshops
- Control Center
- Spare Parts/Equipment Storage









MACTECH

DECENTRAL MAINTENANCE FACILITY ACTIVITIES

Located along alignment

- Approximately 8 acres
- 3 Tracks
- Scheduled Minor Maintenance
- Unscheduled Maintenance
- Parking

MACTECH

MEMO

DATE: August 17, 2006

TO: Transportation and Communications Committee

FROM: Steve Wylie, Assistant Executive Officer, Southern California Regional Rail Authority

SUBJECT: Southern California Regional Rail Authority's Sealed Corridor Program

SUMMARY: Following the January 2005 derailment in Glendale involving two Metrolink trains and a Union Pacific train, caused by an individual who intentionally parked his vehicle across the railroad tracks, the Southern California Regional Rail Authority has embarked on a federally funded study to create a Sealed Corridor along Metrolink's Antelope Valley and Ventura County Lines. SCRRA staff will provide an overview of this initiative, which is designed to establish a comprehensive program to enhance grade crossing and rail corridor safety and security.

BACKGROUND

The Southern California Regional Rail Authority (SCRRA) is a Joint Powers Authority, created by the five County Transportation Commissions in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCRRA operates the Metrolink commuter rail service, and provides train dispatching and railroad maintenance, rehabilitation and construction services on rail corridors owned by its member agencies. As such, SCRRA is responsible for the operation and maintenance of numerous grade crossings within its service territory. All public highway rail grade crossings comply with relevant standards of the California Public Utilities Commission and the Federal Railroad Administration.

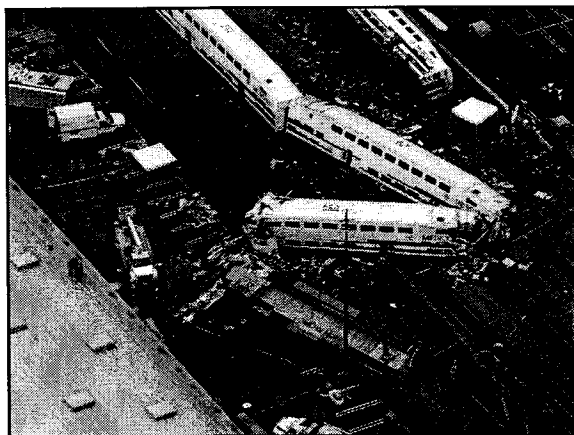
Since its inception over a decade ago, SCRRA and its member agencies have invested over \$70 million in grade crossing and related rail corridor safety improvements. Within that same period, rail service (both passenger and freight) has grown significantly, as has vehicular traffic within the region. The frequency of grade crossing and other accidents adjusted by the growth in rail service continues to fall. Nevertheless, as the incident in Glendale revealed, every accident is a tragedy, and there are opportunities for enhancement of grade crossing and rail corridor safety throughout the region.

In the wake of the Glendale incident in January 2005, SCRRA has launched its Sealed Corridor Initiative. Funded in part by a grant from the Federal Railroad Administration, the Sealed Corridor program will bring policy-level and technical stakeholders together to create strategies for rail corridor safety investments within four sub-corridors of Metrolink's Antelope Valley and Ventura County Lines. Phase 1 of the Sealed Corridor Initiative encompasses 65 miles of railroad between Los Angeles Union Station and San Fernando/Sylmar on the Antelope Valley Line, and through Moorpark on the Ventura County Line. SCRRA has begun its outreach efforts, including approximately 50 individual briefings to municipal, county, state and federal legislative, and business leaders within the Phase 1 area. The Phase 1 effort will entail the development of conceptual improvement and funding plans within each corridor. Based upon funding availability, shelf-ready concept plans will move forward to final design and construction.

The Sealed Corridor approach will begin in the San Fernando Valley/Ventura County area described above. Similar methodologies will be undertaken throughout the Metrolink service area as well.

Metrolink's Sealed Corridor Project

SCAG Transportation and
Communications Committee
September 14, 2006



Why a Sealed Corridor Project?

- January 26, 2005 Glendale incident
 - Mitigation – Modifying equipment with Crash Energy Management technologies
 - Avoidance – Sealed Corridor is the primary strategy

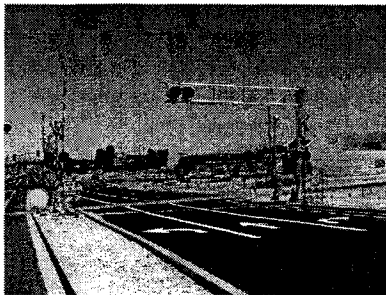
What is a Sealed Corridor?

A comprehensive strategy to enhance the safety of trains, passengers, motorists, pedestrians, and neighboring land uses within and along a railroad corridor, using appropriate safety measures to systematically reduce the opportunity for accidents at grade crossings or elsewhere within the corridor.

Metrolink's \$70 Million Investment in Safety Improvements Since 1992

- Upgraded railroad signal system and enhanced control circuits
- Raised median islands
- Improved signage and striping
- Right of way fencing
- Improved traffic engineering and roadway geometry
- Closure of 7 public and 22 private crossings
- Construction of 12 grade separations
- Ongoing rail safety public education programs

Avenue S, Palmdale

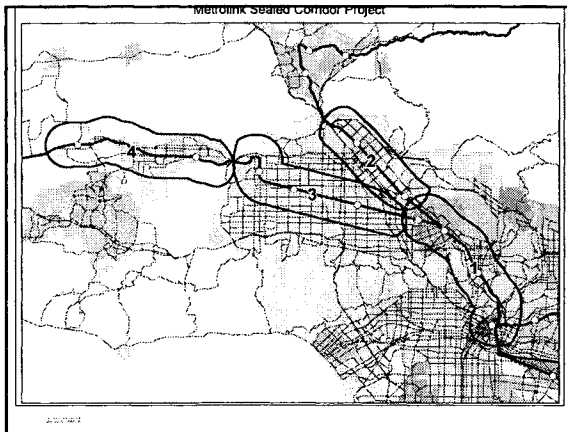


Metrolink's Challenges

- Geographic scale/multiple ownership
 - 787 grade crossings of all types in the Metrolink system
 - 443 at-grade crossings in the Metrolink system
- Intensity of corridor usage
 - Over 250 daily Metrolink, Amtrak and freight trains operate daily
- Competing priorities for funding

Initial Corridors

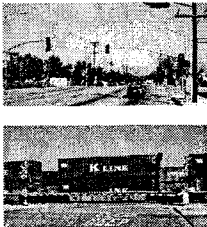
- Antelope Valley Line
 - Sun Valley to Sylmar/San Fernando
- Ventura County Line
 - Union Station through Moorpark
- 55 public highway-rail grade crossings
 - 4 private and 4 pedestrian-only crossings



Sealed Corridor Safety Enhancements

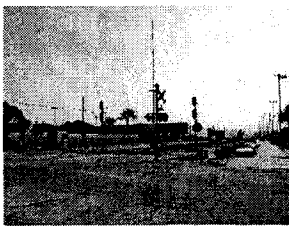
- Four-quadrant gates
- Median separators or raised islands
- Signal improvements
- New signs and pavement markings
- Crossing signal "health monitoring" systems
- Locked gates and fencing
- Crossing geometry improvements
- Grade separation or closing of crossings
- Advanced technology assessment

Four Quadrant Gates, Pomona



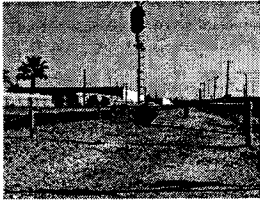
- Entrance and exit gates
- Vehicle presence detectors
- Currently being deployed as part of Alameda Corridor East

Chevy Chase Drive, Glendale



- Quad gates due to adjacent street/driveway
- Signage improvements,
- Improve existing asphalt paving
- Right of way security

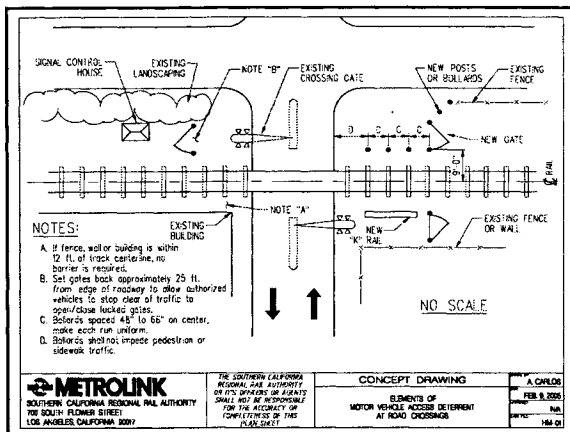
Right of Way Security Swing Gates



- Prefabricated gates prevent access to right of way
- To be installed at all crossings where appropriate

Metrolink

Metrolink



Broadway/Brazil Glendale/Los Angeles



- Narrow crossing
- Significant truck traffic with U turns
- Open right of way

Metrolink

Metrolink

Broadway/Brazil Glendale/Los Angeles



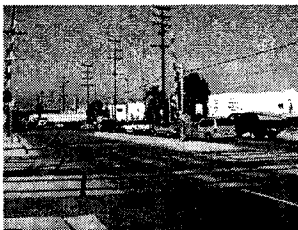
- Wednesday, April 19, 2006
- The result of a long truck in a narrow crossing

Doran St. Glendale/Los Angeles



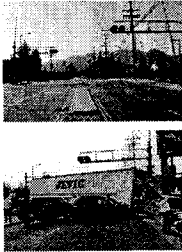
- Narrow hump crossing
- Industrial access only; significant truck traffic
- SR-134 and I-5 access
- Opportunities for street improvement and traffic re-routing

Mason Avenue, Chatsworth



- New crossing with medians, good pavement, no humps
- Traffic queuing due to truck access

Lassen Avenue, Chatsworth



- The consequences of commercial driveways adjacent to railroad crossings

Los Angeles Ave., Moorpark



- Narrow, hump crossing
- Highly skewed angle
- Open right of way
- Improve crossing geometry

Astoria Street, Sylmar



- Zig-zag pedestrian crossing

Project Approach

- Outreach to corridor cities, member agencies and other stakeholders
 - Build awareness and support for comprehensive corridor safety improvements
 - Policy and technical levels
- Engineering support for concept development, final design, and construction bid support
- High level consensus on improvements
- Create funding strategies
- Final design and construction

Potential Funding Sources

- Federal
 - Section 130 Crossing improvement program
 - Section 1010/1103 (C) High speed rail hazard elimination
 - Line item appropriations/earmarks
- State
 - Public Transportation Account
 - Section 190 grade separation program
 - Potential state transportation bond
- Local
 - Calls for projects
 - Development mitigation
 - Tax increments in redevelopment project areas

Associated Funding To Date

- \$250,000 FRA Study Grant – August 2005
- \$2,000,000 STP earmark – Senator Feinstein
- \$500,000 High Speed Rail earmark – Congressman Berman
- \$500,000 STP earmark – Congressman Schiff
- \$925,000 – Van Nuys Blvd., Los Angeles
- \$327,000+ - SCRRRA Homeland Security Grant
- \$1,000,000+ – controlled by City of Glendale
- \$1,200,000 – controlled by City of Burbank
- \$2,000,000 Section 130 programmed for 3 crossings

TOTAL: OVER \$9,000,000

MEMO

DATE: August 18, 2006

TO: Energy and Environment Committee, Transportation and Communications Committee

FROM: Alan Thompson, Senior Regional Planner, 213.236.1940 thompson@scag.ca.gov

SUBJECT: I-710 (south) EIR/EIS MOU

SUMMARY:

SCAG is preparing to enter into an MOU between SCAG, the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the purposes of a Statement of Intent, defining the roles and responsibilities of the parties with regard to the project. The request for authorization to enter into the MOU is going before the Administration Committee and the Regional Council at the September 14 meeting, and is being provided to the Energy and Environment Committee and Transportation and Communications Committee for informational purposes.

This is not the Cooperative Agreement which the parties will enter into later in order to address funding mechanisms, terms, reporting and audit requirements, and any and all other terms and conditions.

The MOU specifies the parties:

- 1) Establish a joint project team to undertake the following tasks:
 - i) Secure completion of Project Identification Number.
 - ii) Develop a funding and financing plan for the EIR/EIS to include \$30 million in funding commitments from multiple partners, including SCAG, for the project report and environmental document for the project. It is the intent of the parties to assist in providing and/or securing additional funding as required and subject to availability and appropriation of funds. SCAG's portion of the funding commitments is \$3 million, of which \$1 million is in cash and \$2 million is in in-kind contribution.
 - iii) Identify near-term improvement strategies for the corridor's air quality.
 - iv) Prepare a Preliminary Report (PR) and combined EIR/EIS for the locally preferred strategy.
 - v) Prepare a PR including all necessary environmental documentation and related technical studies.
- 2) The LACMTA will act as Project Manager.
- 3) Governance structure will consist of an executive committee, a Goods Movement Strategy Advisory Group, an EIR/EIS Project Committee, a Technical Advisory Committee and Community Advisory Committee(s).
- 4-7) Defines the roles of each committee described above.
- 8) Defines the membership of each committee described above.
- 9) Acknowledges the liability limitations of each party as public entities under Government Code Section 895.4.

BACKGROUND:

The I-710 Major Corridor Study was initiated in January 2001, under SCAG Regionally Significant Transportation Investment Studies (RSTIS) guidelines, to analyze the traffic congestion, safety, and

MEMO

mobility problems along the I-710 travel corridor and to develop transportation solutions to address these problems as well as some of the quality of life concerns experienced in the I-710 Corridor.

In April of 2003, five alternatives had been evaluated in detail and information on their benefits, costs, and impacts were made available to the public.

In response to community concerns regarding the alternatives, a "Draft Hybrid Design Concept" was developed. The purpose of the draft hybrid design concept was to improve the I-710 focusing on safety improvements; addressing heavy duty truck demand as well as general purpose traffic; improving reliability of travel times; and separating autos and trucks to the greatest extent possible while limiting right-of-way impacts.

In general terms, the draft hybrid design concept is comprised of 10 general-purpose traffic lanes, 4 exclusive truck lanes, and interchange improvements from Ocean Boulevard in Long Beach to the intermodal railroad yards in Commerce/Vernon.

Three overarching principles defined the priorities of the Community Advisory Committees and reflected the consensus that emerged during their deliberations:

- 1) This is a corridor – considerations go beyond the freeway and infrastructure.
- 2) Health is the overriding consideration.
- 3) Every action should be viewed as an opportunity for repair and improvement of the current situation.

The Oversight Policy Committee adopted the draft hybrid concept as the locally preferred strategy for the I-710 Major Corridor Study in 2004. It is described as follows:

- Hybrid Design Concept, which consists of ten (10) mixed flow lanes, specified interchange improvements, and four (4) truck lanes between the intermodal rail-yards in Vernon/Commerce and Ocean Boulevard in Long Beach (see Figure S-1).
- Alternative B – Transportation System Management/Transportation Demand Management Improvements.
- Improvement to arterial highways within the I-710 Corridor.
- Construction of truck inspection facilities to be integrated with the selected overall design concept.

MEMORANDUM OF UNDERSTANDING AMONG
DISTRICT 7 OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION,
THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS,
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS,
AND
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY
REGARDING AN ENVIRONMENTAL IMPACT REPORT
(EIR)/ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE INTERSTATE
710 (I-710) CORRIDOR

RECITALS:

This agreement is made by and between District 7 of the California Department of Transportation ("STATE"), the Southern California Association of Governments ("SCAG") the Gateway Cities Council of Governments (GCCOG), and the Los Angeles County Metropolitan Transportation Authority ("METRO") collectively referred to as the "Parties".

- A. WHEREAS, STATE is responsible for approving, funding, and helping to implement those transportation programs in that portion of Southern California which includes all of Los Angeles County to further statewide transportation policy; and
- B. WHEREAS, SCAG is a joint powers agency established pursuant to California Government Code section 6502 *et seq.*; and
- C. WHEREAS, SCAG, as the designated Metropolitan Planning Organization ("MPO") and the designated Transportation Planning Agency ("TPA") for the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial, is responsible under both federal and state law for engaging in a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan ("RTP") and a Regional Transportation Improvement Program ("RTIP"); and
- D. WHEREAS, the GCCOG is a joint powers agency established pursuant to California Government Code section 6502 *et seq.* and is a sub-regional

organization affiliated with and funded in part by SCAG which assists SCAG in its transportation planning processes; and

- E. WHEREAS, METRO is the transportation planning and programming agency for Los Angeles County and is responsible for Los Angeles County's Long Range Transportation Plan ("LRTP") and the Los Angeles County Transportation Improvement Program ("TIP"); and
- F. WHEREAS, the Parties previously entered into a Memorandum of Understanding ("Corridor Study MOU") dated May 26, 2000, as amended by the Amendment to the Memorandum of Understanding dated December 14, 2000, and by the Second Amendment to the Memorandum of Understanding dated March 5, 2003, defining the roles and responsibilities of the parties to the MOU relative to the development and completion of the I-710 Major Corridor Study; and
- G. WHEREAS the Parties are members of the I-710 Major Corridor Study Oversight Policy Committee ("OPC") pursuant to the Corridor Study MOU, which received and adopted the I-710 Major Corridor Study on November 18, 2004; and
- H. WHEREAS, on November 18, 2004, the I-710 OPC took the following actions:
 - 1) Voted unanimously to adopt the Locally Preferred Strategy described and illustrated in the report attached hereto as "Attachment 1," and incorporated herein by this reference, for purposes of environmental analysis, to incorporate the results of the sub-area "Mini-Study" upon its completion, and to seek funding to initiate an Environmental Impact Report /Environmental Impact Statement ("EIR/EIS");
 - 2) Voted unanimously to request the GCCOG to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure and legislative strategies, as well as an approach to holding public agencies with jurisdiction in the I-710 ("Corridor") accountable for progress in meeting air quality and public health objectives in the Corridor and Region;
 - 3) Voted unanimously to forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS;
 - 4) Voted unanimously to request the GCCOG to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community; and

- 5) Voted unanimously to request METRO and GCCOG staff to suggest a process and structure for continuing community participation throughout the environmental analysis; and
- I. WHEREAS, on January 27, 2005, the METRO Board of Directors took the following actions:
- 1) Adopted the Draft Final Report on the I-710 Major Corridor Study between the Ports of Los Angeles/Long Beach and State Route ("SR")-60 Pomona Freeway;
 - 2) Authorized the METRO Chief Executive Officer (CEO) to proceed with the preparation of a Scope of Work and funding plan that will include funding commitments from multi-partners for the Environmental Phase of the I-710 Major Corridor Study's Locally Preferred Strategy and use input from the I-710 Community Advisory Committee in the Environmental scoping process. The Scope of Work should also include impacts to the I-710/SR-60 Interchange and evaluation of alternative project delivery methods;
 - 3) Received the Tier 2 Community Advisory Committee report to be accepted and utilized as pre-scoping guidance for the EIR/EIS; and
 - 4) Directed the METRO CEO, with the assistance of state and federal advocates, to work with the appropriate governmental and non-governmental agencies to form a multi-jurisdictional entity ("Project Entity") to coordinate the appropriate aspects of the PROJECT, including identification of a funding plan with funding sources from multiple partners; and upon formation, the Multi-Jurisdictional partnership be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality and that the strategies be identified prior to initiation of the EIR/EIS request for proposals.
- J. WHEREAS, the Parties desire to prepare a Project Report and Environmental Document for the Corridor (the "PROJECT") and intend to work cooperatively to conduct and complete an appropriate Project Initiation Document ("PID") and initiate a Project Report ("PR") and a combined EIR/EIS; and
- K. WHEREAS, the Parties intend to work together and with other appropriate governmental and non-governmental agencies to create a cooperative framework to coordinate the appropriate aspects of the PROJECT; and
- L. WHEREAS, the purpose of this MOU is to serve as a Statement of Intent defining the roles and responsibilities of the Parties with regard to the Project, and not as a Cooperative Agreement which the Parties to this MOU will be entering to address

all funding mechanisms, terms, reporting and audit requirements, and any and all other general terms and conditions,

AGREEMENT:

NOW, THEREFORE, the parties hereby agree as follows:

1. The Parties will establish a joint project development team ("Team") that will consist of appropriate staff and consultants to undertake the following tasks contingent on the availability of sufficient funds:
 - a) Secure completion of the appropriate PID for the purposes of ensuring project standing for programming purposes. The PID will be the Project Study Report ("PSR"), which identifies the Locally Preferred Strategy adopted by the OPC as the preferred alternative;
 - b) Develop a funding and financing plan for the I-710 EIR/EIS. The funding plan will include \$30 million in funding commitments from multiple partners: the Ports of Long Beach and Los Angeles, the I-5 Joint Powers Authority, STATE, GCCOG, SCAG and METRO, for the Project Report and Environmental Document for the PROJECT pursuant to the Major Corridor Study's Locally Preferred Strategy. It is the intent of the Parties to assist in providing and/or securing additional funding as required and subject to availability and appropriation of funds;
 - c) In conjunction with the I-710 Project Governance Structure as set forth in Attachment 2, attached hereto and incorporated herein by this reference, identify strategies for achieving near-term improvements to the Corridor's air quality;
 - d) Prepare a PR and combined EIR/EIS document for the Locally Preferred Strategy, including the results of the I-5/I-710 Mini-Study. GCCOG, SCAG, and METRO acknowledge that the Federal Highway Administration ("FHWA") is charged with being the lead agency with respect to the federal National Environmental Protection Act ("NEPA"), unless that responsibility is transferred by FHWA to STATE, pursuant to applicable law, and that STATE is the lead agency for California Environmental Quality Act ("CEQA") purposes. METRO will be a Responsible Agency and will assist in the preparation of the Environmental Document ("ED") and will consider the ED prior to and in accordance with the requirements of CEQA and NEPA. The draft and final ED will require STATE's review and approval prior to public circulation; and

- e) Using Team resources and private consultants, prepare a PR, including all necessary environmental documentation and related technical studies and preliminary plans, and submit each to STATE for STATE review at appropriate stages of development. The PR and preliminary plans shall be signed by a Civil Engineer registered in the State of California.
2. Provided funding is made available under a Cooperative Agreement, METRO will act as Project Manager for the PROJECT. As Project Manager, METRO will manage and administer the PR/EIR/EIS and community outreach/public participation contracts. This will include Project Administration, Procurement of Consulting Services, Progress Reporting, Project Meetings, and Coordination and Communication with all involved agencies and affected parties. METRO will also develop an internal review process that will include all members of the Team as well as maintain a Project File. The Project file shall be maintained so as to be available as the Administrative Record of the approval of the EIR or EIS in the event that the EIR or EIS is challenged in federal or state court.
 3. The Parties agree that the I-710 Project Governance Structure shall consist of the I-710 Executive Committee, the Goods Movement Strategy Advisory Group, the I-710 EIR/EIS Project Committee, the Technical Advisory Committee (TAC), and Community Advisory Committee(s), as set forth in Attachment 2.
 4. The Parties agree that the I-710 Executive Committee will coordinate the appropriate aspects of the PROJECT, including policy assistance, guidance, and identification of a funding plan with funding sources from multiple partners; and upon formation will be tasked with identifying strategies for achieving near-term improvements to the Corridor's air quality. The Executive Committee will be administered jointly by the GCCOG and METRO. This will include preparation of agendas, scheduling meetings, and other support activities.
 5. To assist the I-710 Executive Committee and the I-710 EIR/EIS Project Committee with complex multi-jurisdictional issues, a Goods Movement Strategy Advisory Group will be formed. This ad hoc resource group will be available for guidance and support on legislative, regulatory, funding and other specialized issues. Membership may include, but is not limited to, state and federal legislators, air quality experts, rail, trucking, and shipping business interests, Chairpersons or representatives from the SCAG Goods Movement Task Force, etc. The I-710 Executive Committee will determine the group's composition depending upon the issue(s) currently being addressed.
 6. The Parties agree that the I-710 EIR/EIS Project Committee as described and illustrated in Attachment 2, will work in coordination with the TAC to provide policy assistance, guidance and direction to the Team for the I-710 EIR/EIS. The I-710 EIR/EIS Project Committee shall establish one or more Community Advisory Committee(s) to provide input to the environmental phase of the I-710

EIR/EIS. The GCCOG will be responsible for providing administrative support to the I-710 EIR/EIS Project Committee and to the TAC. Meeting schedules and agendas will be developed collaboratively by the Team.

7. In addition to the above, the TAC shall consider the technical aspects of the PROJECT, advise the Team on technical concerns, and provide recommendations to the I-710 EIR/EIS Project Committee as directed by the Team or the I-710 Executive Committee at key milestones of the PROJECT.
8. The following is a list of Committee Membership:
 - a) The I-710 Executive Committee shall be comprised of locally elected or appointed officials as follows: one member of METRO's Board of Directors; one member of GCCOG; one representative of STATE, one representative of SCAG, one member of the County of Los Angeles Board of Supervisors, the I-710 EIR/EIS Project Advisory Committee Co-Chairs; one member of the Board of Harbor Commissioners of the Port of Long Beach; and one member of the Board of Harbor Commissioners of the Port of Los Angeles.
 - b) The I-710 EIR/EIS Project Committee shall be comprised as follows, provided that non-parties to this MOU have executed an implementation agreement with the GCCOG: one member of the city council of each of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Long Beach, Lynwood, Maywood, Paramount, South Gate and Vernon; one member of the Board of Harbor Commissioners of the Port of Long Beach; one member of the Board of Harbor Commissioners of the Port of Los Angeles; one member of Los Angeles County Board of Supervisors; one member of METRO; one representative of STATE; one representative of SCAG; one representative from the I-5 Consortium Cities Joint Powers Authority; and the President of the San Gabriel Valley Council of Governments. The Project Committee shall elect two co-chairs to serve on the Executive Committee, one from the Northern area and one from the Southern area of the region represented by the members of the Project Committee.
 - 1) The I-710 EIR/EIS Project Committee shall have the authority to name, as ex-officio members, additional governmental agencies, upon a finding by a two-thirds vote of the members of the Committee that the resources and/or expertise of such an agency constitutes an important resource for resolving matters currently under consideration by the Committee.
 - c) The TAC shall be comprised of the following: One staff member each from the Federal Transit Administration ("FTA"), FHWA, California

Highway Patrol ("CHP"), and South Coast Air Quality Management District ("SCAQMD"), and one staff member from each agency represented in the Project Committee, as set forth in paragraph b above. The members of the TAC shall be selected by the following: The City Manager of each city represented in the Project Committee; the Director, CEO or Executive Director, as applicable, of the following agencies: the Los Angeles County Department of Public Works, STATE, METRO, Port of Los Angeles, Port of Long Beach, SCAG, and SCAQMD; and the respective Regional Administrators of FTA and FHWA. Each person selected to be a member of the TAC shall have the relevant expertise in the technical aspects of the Project. The TAC may, by two-thirds vote, add as additional members representatives from other federal, state, or regional governmental agencies if it determines that the resources or expertise of that agency would be beneficial to the PROJECT.

9. Each of the parties to this Agreement is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages of any nature whatsoever arising out of or in connection with any work performed by and or service provided by the indemnifying party or its officers, agents employees, contractors and subcontractors under this Agreement:

IN WITNESS WHEREOF, the parties have caused this MOU to be duly executed and delivered as of the last date set forth below by the undersigned parties

GATEWAY CITIES COUNCIL OF GOVERNMENTS

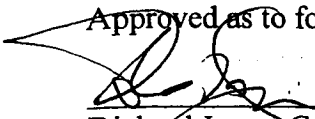


Richard Powers, Executive Director

7/17/06

Date

Approved as to form:

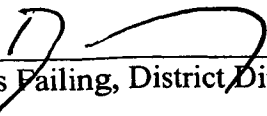


Richard Jones, General Counsel for Gateway Cities COG

7/17/06

Date

DISTRICT 7 OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION



Douglas Failing, District Director

8/1/06

Date

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Mark A. Pisano, Executive Director

Date

Approved as to form:

 for

Karen Tachiki, Chief Legal Counsel at SCAG

8/3/06

Date

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Roger Snoble, Chief Executive Officer

Date

Approved as to form:

Raymond G. Fortner, Jr.

County Counsel

By: 

Deputy County Counsel

7/13/06

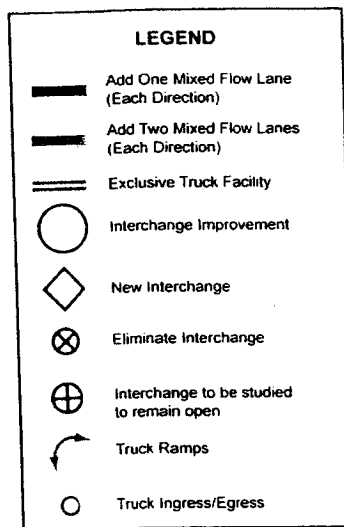
Date

ATTACHMENT 1

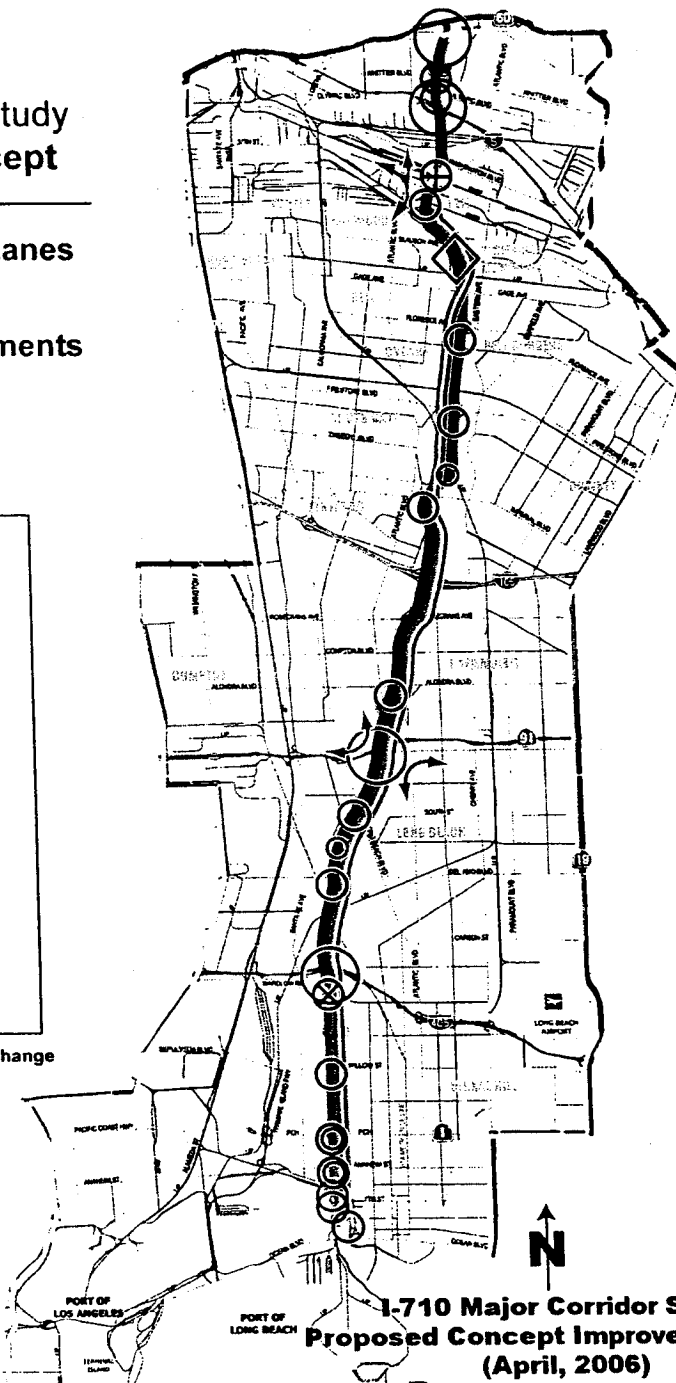
LOCALLY PREFERRED STRATEGY

I-710 Major Corridor Study
Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps



Preliminary Concepts, Subject to Change



Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004, Updated April, 2006

**I-710 Major Corridor Study
Proposed Concept Improvement Plan
(April, 2006)**

ATTACHMENT 2

I-710 PROJECT GOVERNANCE STRUCTURE

